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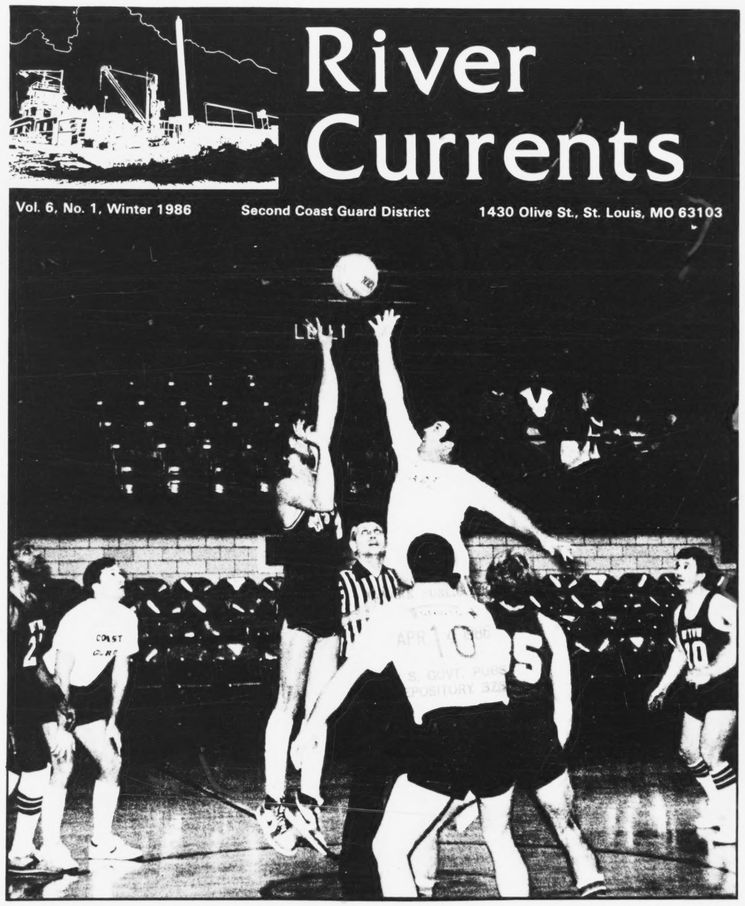

River Currents

Vol. 6, No. 1, Winter 1986 Second Coast Guard District 1430 Olive St., St. Louis, MO 63103

PUBLIC DOCUMENTS
APR 10
S. GOVT. PUBLICATIONS
DEPOSITORY

Referee Roger G. Evans of the Second District Office tosses the jump ball to begin play in the Wendell Foster Center for Cerebral Palsy Benefit Basketball Game. The game was played in Owensboro, Ky. between the Coast Guard and WTVW Channel 7. Charles Miller of Reserve Unit Owensboro jumps to tap the ball to John Bergland No. 10, of Group Ohio River. *(See related story on page 6.)*

Photo by BM1 Clarence R. Taylor

TD 5.27:

CG adopts St. Louis kids

Children enjoy CG activities

by PA2 Gavin Wente

Would you adopt 600 rambunctious, elementary school children?

That's exactly what Coast Guardsmen from the St. Louis area did when they began working with the Children at Walbridge Elementary School in St. Louis' inner city.

Walbridge Elementary school is full of bright children. But more than 80 percent of those children come from poor, fatherless, inner-city homes. They have no father figures in their homes to support and guide them. But most of all these kids miss out on the experience of having a dad.

"Mothers call me all the time asking if the school can provide their children with a father figure," said Walbridge School Principal James C. Ewing. "With only three men on the staff here and more than 600 students, it would have been impossible for us to give the children the attention they deserve without the help the Coast Guard has been giving us.

The Coast Guard is becoming active in different aspects of the children's lives at Walbridge School. They're doing many different things with the kids — ranging from supervising them in an afternoon recess to teaching them in the classroom.

There are two groups of Coast Guardsmen who go to the school one day each week to oversee the children during their noon recess. The purpose of this is to give the children a chance to interact with adult men, something they don't get in their home lives.

"The kids at school are starving for attention," said Recruiting Office St. Louis Officer in Charge Chief Petty Officer Denny P. Laughlin, who is one of the recess supervisors. "We're there to provide a positive influence for the kids. We let them play whatever type of game they want, and we just supervise and offer them encouragement: Whenever we tell the kids they're doing well, you can see their faces light up," added Laughlin. "It's a good feeling when you realize that you've brought a little happiness into a kid's life."

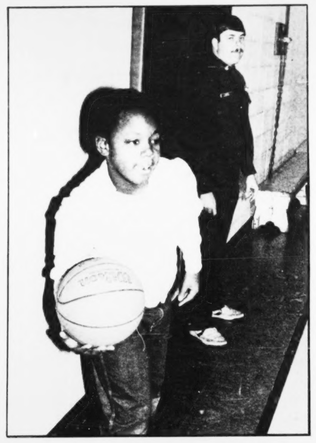

photo by PA2 Gavin Wente

Chief Petty Officer Denny A. Laughlin, Recruiting Office St. Louis officer in charge, looks on as a 5th grade student at Walbridge Elementary School in St. Louis prepares to throw the basketball inbounds.

The kids have to earn the privilege of going to the recess periods with the Coast Guardsmen. They have to be well behaved and do well academically. Ewing said that many of the children who've been problem students in the past have become ideal students so they can get a chance to get in the Coast Guard's recess group. This can be the spark that many children need to help them realize their academic potential. The times that the Coast Guardsmen spend with the children changes the life of almost every student they come in contact with, added Ewing.

Besides the recess periods, there are Coast Guard people involved in other areas at the school: role models discuss their life experience with the children; administrative assistants help where needed; tutors help the students with their studies; and guest teachers instruct the children in subjects related to the studies.

"Cdmr. Egan is fantastic with the childen," said Ewing. "He has them exploring areas they'd never thought about before they met him. He is enriching the children's minds by teaching them things he has experienced while in the Coast Guard.

Ewing summed it up best: "This is not the kind of job that will result in great honors. It is, however, invaluable work. Every young person touched by the sincerity of the Coast Guardsmen will have a greater chance to be a contributor to society than a criminal in society."

Although this school year is quickly coming to an end, the Coast Guard people involved are eagerly looking forward to working with the kids next school year. Sometimes it's hard to tell who's having more fun at the school, the kids or the Coasties.

Auxiliary flies high in East Region

MSO Pittsburgh gets airborne help, finds 1000 gallons of oil on Ohio River

by PA2 Gavin Wente

You're the Coast Guard's On-Scene Coordinator at a marine accident on the Kanawha River in the middle of West Virginia. A nine-barge tow is hard aground, leaking hydrochloric acid into the river and atmosphere. You desperately need air support, but there isn't a Coast Guard aircraft close enough to respond to the emergency. So, you put in a call to the Coast Guard Auxiliary Air Operations.

The Auxiliary's Air Operations program in the Second Eastern Region of the Second Coast Guard District has added a new dimension to the operation of the Coast Guard there.

The floor plan was laid for the Auxiliary air program in the Second Eastern Region during the 1984 National Auxiliary Conference in Kansas City, said Lt. Robert A. Strong, the director of Auxiliary for the Second Eastern Region.

"When I was stationed in Honolulu, if we needed an aircraft, we would call Air Station Barbers Point," said Strong. "But here in the Second District we don't have an air station to give us air support. So we decided to organize an Auxiliary air operations system to support the Second Coast Guard District. This led to the opening of the Auxiliary Air Operations Office at Allegheny County Airport in Pittsburgh, which is the backbone of the Second Eastern Region's Auxiliary air operations."

The office there is the only Auxiliary unit of its type in the Coast Guard and is staffed by Auxiliarists three days a week, and every day during an emergency. The Auxiliarists from air operations provide support for oil/hazardous material pollution drills; flood drills; river, ice evaluations; pollution control; and for emergency travel assistance.

"We have ten aircraft spread throughout the Second Eastern Region," said Pete Polen, the Auxiliary's air operations staff officer and pilot for the Second Eastern Region. "We can have an aircraft in the air to any location in the Eastern Region on an hour's notice.

"The Auxiliary pilots have greatly enhanced the efficiency and capability of the operations at the Marine Safety Office here," said Cmdr. Eugene A. Miklaucic, the commanding officer of the Marine Safety Office in Pittsburgh.

"The air support we get from the Auxiliary cuts down travel time greatly," said Miklaucic. "It would normally take several days to review our marine safety zone in a car. But by plane it only takes several hours, and we get a better picture of what's going on." Miklaucic added that, because it is so hilly around Pittsburgh, and not many roads run along the rivers, it's almost impossible to survey their zone throughly from the ground.

"One incident I remember in particular when the Auxiliary Air was of great help, was at an oil spill on the Ohio River outside of Pittsburgh," said Miklaucic. "About 12,000 gallons of oil had spilled into the river during the night. But by daybreak the oil had traveled down river and been dissipated by locks and dams and the current. We had no way to find the remnants of the spill without some type of air search, so I called on the Auxiliary for help," added Miklaucic.

"Once I got up in an Auxiliarist's aircraft we found the remnants of the oil spill immediately five miles downstream," said Miklaucic. "Without their help, we probably wouldn't have found the spilt oil and been able to clean it up."

The Auxiliary pilots are volunteers who use their own aircraft. The only thing they're reimbursed for is fuel and oil. It costs the Coast Guard about $25.00 an hour to keep an Auxiliary aircraft in the air compared to $150.00 per hour for a contract aircraft.

"We have the Auxiliary Air program in the Eastern Region where we want it now. We have the right amount of aircraft and pilots, and we've achieved the organization we've been striving for," said Strong. "But many of the marine safety offices don't know they have this valuable resource to draw from."

"The more times we're called upon to provide support for the Coast Guard, the better," said Polen. "I love the work I'm doing with the Auxiliary Air Operations, and I'll continue to support the Coast Guard and the Auxiliary for as long as I'm able."

The On-Scene Coordinator breaths a sigh of relief as he sees the Coast Guard Auxiliary aircraft circling in the sky above him. He has his eyes from above to help guide him through the containment and cleanup of this potential disaster.

Rip Rap

Reservist gets award

A Coast Guard reservist at Reserve Unit St. Paul, Minn. was awarded the Minnesota American Legion Military Achievement Award in a ceremony November 2, 1985 in Minneapolis. Petty Officer First Class Michael Moberg, an aviation machinist mate, received the award for the job he did as Reserve Unit St. Paul's recruiter. Moberg was one of seven recipients of the award. One award was given to a member from each Reserve and National Guard component state-wide.

SGLI increases

The maximum coverage on the Servicemen's Group Life Insurance for active duty and reserve members was increased from $35,000 to $50,000 January 1. The new monthly deduction is $4. Those who don't want to participate in the program at the maximum coverage rate, or those who don't want to participate in the program at all should fill out a Servicemen's Life Insurance election form.

YMCA honors YN1

The Downtown St. Louis YMCA presented its Volunteer of the Year Award Feb. 18 to Petty Officer First Class Kim A. Mosby at the Metropolitan YMCA's Annual Dinner in the Ball Room of the Clarion Hotel here.

Mosby, Second Coast Guard District Career Information Specialist, received his award for being a volunteer instructor for exercise classes, chairman of this year's Phone-a-thon fund raiser, participant in this year's membership drive and his position on the Physical Education Committee.

Navy offers courses

The Naval Post Graduate School has recently published and distributed the 1986-1987 Catalog of Self Study Credit Courses. This updated catalog provides course descriptions of the nearly 100 correspondence courses available through the Office of Continuing Education at NPS, together with full details of the self-study program.

These self study courses are available to active duty officers of all military services and are designed to be completed at the individual's own pace while serving at his or her present duty station. Thousands of officers have made use of this unique opportunity for self-improvement and academic development. Except for cost of commercial textbooks, no fees are charged for the courses, and no obligated service commitment is incurred.

It is possible to transfer academic credit for completed self-study courses to civilian universities. Those intending to transfer credit should check with the receiving institution to ensure acceptability before taking courses through the NPS self-study program.

The new self-study catalog may be obtained by contacting the Office of Continuing Education, Naval Post Graduate School, Monterey, CA 93943-5100 or call 408-646-2558. Or contact the Second District's Educational Services Officer CWO Moore at FTS 279-4944.

Sexual harassment

It can wreck your career!

by PA2 Todd Nelson

It was hard for her to go to work these days. It was even affecting her sleep. Sometimes, in those peaceful moments between sleep and waking in the morning, she could forget about it. But as the realization hit that she'd once again have to go in and face the pressure, her anxiety level rose.

Arriving at the office lately, she'd found herself taking a quick glance around the room to make sure he wasn't in sight. Quietly slipping into her cubicle unobserved, she knew it was only a matter of time before he'd be at her again.

He didn't think he was doing anything wrong. After all, boys will be boys, right? A harmless pat here and an innocent pinch there? Who could that hurt? And, come to think of it, who did these women think they were ... invading the male workplace? He'd been a member in good standing of the good-old-boy network for years now. He wasn't going to let any "skirt" invade his domain. And maybe the best way to keep them in their place is with a little sexual pressure.

Unfortunately, this scene is played out all too often — in business,government and even in the United States Coast Guard.

While, according to second Coast Guard District Civil Rights Officer Cmdr. Gary A. Rogers, the military is far ahead of the civilian sector in dealing with this issue, there's still a lot of work to do.

Rear Admiral Bobby F. Hollingsworth's District Commander's Civil Rights Policy states he is "... dedicated to eliminating the destructive practice of sexual harassment wherever it may exist. ... I am committed to ensuring that everyone has the opportunity to work in an environment that is free of bias, discrimination or harassment of any form."

> He didn't think he was doing anything wrong. After all, boys will be boys, right?

Sexual harassment is described as unwanted, repeated, univited sexual attention. It can take many forms.

Some of the more severe types of sexual harassment are: promising special consideration in the workplace in exchange for sex, threatening poor performance evaluations if sexual favors are withheld, or making physical advances.

Less severe, although just as illegal, are such things as making offensive jokes or private inquiries that are offensive to the victim or repeatedly requesting unwanted dates or sexual liaisons.

On the other side of the coin, an employee using sexual behavior with a superior to gain special considerations can also be considered sexual harassment, when other employees are given fewer promotions, priviledges, and pay increases than the employee who's "intimate" with the boss.

Although it's difficult to describe all the situations and behaviors that might be sexual harassment, it's relatively easy to avoid placing yourself in a situation that might give the appearance of sexual harassment. Any sexual behavior in the workplace is inappropriate. Some of the inappropriate behavior might be sexual harassment. But avoiding sexual conduct in the workplace will avoid sexual harassment.

"Sexual harassment is in the eyes of the beholder," said Second District Human Relations Counselor Petty Officer 1st Class Edward B. Matthews. "If you feel you're being harassed, you're being harassed."

Whatever form the harassment takes, it is strictly against policy — at the Department, Coast Guard and District levels. "We may not be able to control your thoughts and attitudes, but we sure can control your actions," Rogers said.

Engaging in harassment can cause UCMJ charges to be brought against the harasser. Penalties can include forfeiture of pay, reduction in rate/rank, administrative or punative discharge or even a stay in the brig.

Harassment can be emotionally crippling to the victim, Matthews said. Not only is the victim feeling pressure in the workplace, but sometimes at home as well. Some victims are afraid to bring up the subject with their spouses, for fear of blame being placed on them. So all the anxiety is kept bottled up inside.

If you feel you're a victim, you have several avenues you can take to report the harassment.

"We encourage problems of this type to be handled at the lowest level possible," Matthews said. "The first person to approach is the harasser. In many cases, the problem can be handled early, right at the individual level."

If the personal confrontation yields no results, the victim can complain informally or formally through the chain of command. During any time in the process, help from the district civil rights office can be sought.

She had a rough go of it. The abuse continued for several months. Her friends wondered why she'd become so withdrawn lately. It was too bad about her job. She didn't tell anyone why she quit. She was able to find work, but her new job didn't pay nearly as much as the old. At least she was out from under the gun. She didn't feel dirty anymore.

He hadn't given it a second thought when she left. Her replacement was better looking — a little too assertive maybe — but better looking. He thought he might even score with this one. A little pressure applied in just the right way ... you never know.

When he applied that pressure, she told him in no uncertain terms that she considered his conduct inappropriate, and that she wouldn't tolerate it — no way.

He pressed on anyway. It was a particularly bad decision. She complained to the Equal Opportunity Employment Commission. He was fired.

Quitting helps odds

Armed Forces Information Service

You smoke. Your friend never has. That means you are three times more likely than your friend to suffer a heart attack. But, according to a report in the "New England Journal of Medicine," if you quit smoking today, in as little as two years your risk of having a heart attack will be exactly the same as your friend's.

Army Maj. (Dr.) James R. Baker Jr., assistant professor of medicine at the Uniformed Services University of Health Sciences and a specialist in pulmonary and allergic diseases at Walter Reed Army Medical Center, said the report shows that no matter what other risk factors are present, "someone who quits smoking can substantially reduce their risk of having a heart attack."

Although the study did not address the subject of lung cancer, Baker said other research has shown that quitting smoking reduces the chances of contracting lung cancer, but it takes longer to reduce the risk.

"It is well documented that a smoker's chances of getting lung cancer are 10 to 20 times higher than those who do not smoke," he said, "and the longer you smoke, the longer it takes for the risk to subside."

Baker said that it takes six to 10 years for the risk of lung cancer to normalize in people who have smoked for more than 20 years. For those who have smoked less than 20 years, it is five years.

In addition to lung cancer, Baker pointed out that smokers are five to 10 times more likely to contract cancer of the mouth and voice box and two times more likely to contract cancer of the bladder. Baker explained that because the tars and toxic substances found in cigarette smoke are excreted through urine, cancer of the bladder could occur.

CGC Dogwood away more than 9 months

by PA3 Rich Schloegl

The Coast Guard Cutter Dogwood left its home port of Pine Bluff, Ark, June 11, 1985 to overhaul a main engine, and has been away for more than nine months.

While relieving the Coast Guard Cutter Muskingum in early June, the Dogwood blew one of its main engines and returned to home port. Shortly after that the Dogwood, running on one engine, made its way to Mississippi Marine Shipyard in Greenville, Miss. for a main engine overhaul.

Once the work was completed, the Dogwood set out Oct. 1 on another ATON run in the Red, Black and Quachita rivers.

After completing that mission the Dogwood headed for Vicksburg to relieve the Kickapoo Oct. 20.

A casualty report during that run showed that the foundation for the barge crane was too weak to continue normal operations. An emergency yard period was required and the Dogwood reported to the U. S. Army Corps of Engineers Ensley Shipyard in Memphis, Tenn. Dec. 15. Work to strengthen the foundation began Dec. 17. The crew wasn't exactly thrilled about spending the holidays in Memphis, said Chief Warrant Officer Richard C. Cooke, commanding officer of the Dogwood. "But the boom was in dangerous condition, so from a safety standpoint it was worth it," added Cooke.

It's been nearly 10 months since the Dogwood has tied up in Pine Bluff. "We've had three guys transferred to the Dogwood and transferred off to school before they had a chance to see Pine Bluff," said Cooke.

The Dogwood is scheduled to be in Pine Bluff for the month of March after relieving the CGC Patoka. But you never really know what's next for the southern relief vessel Dogwood.

Travel entitlements increase, ease your financial burden

by YN1 Kim A. Mosby

Do you remember your last PCS move? Remember trying to move, feed and lodge your family for $50.00 a day? Remember paying those moving bills six months after you move?

Recent legislation has changed all of that.

New travel entitlements retroactive to Oct. 1, 1985, should go a long way toward easing your financial burden during a permanent change of station move.

√ You'll be reimbursed for temporary lodging in connection with PCS transfers — as many as four days lodging at your new or old duty station. Payment is up to $110.00 a day.

√ Dislocation allowance was increased from one month to two months BAQ.

√ Family members travel/per diem rates have been changed:

- Members traveling alone or one family member traveling alone receives 15 cents per mile.
- Members traveling with one family member or two family members traveling alone receive 17 cents per mile.
- Members traveling with two family members or three family members traveling alone receive 19 cents per mile.
- Members traveling with three or more family members or four or more family members traveling alone receive 20 cents per mile.
- Members receive $50.00 per day of travel.
- Family members over 12 traveling with a member receive $37.50 per day of travel.
- Family members under 12 traveling with a member receive $25.00 per day of travel.

Again, these entitlements are effective Oct. 1, 1985, but they are not being paid yet because the guidelines aren't set yet.

If you're traveling on PCS orders, keep track of your expenses and keep your receipts. If you've already submitted travel claims, you'll be able to submit a supplemental claim.

Petty Officer First Class Kim A. Mosby is the career information specialist at the Second Coast Guard District Office in St. Louis.

DOD opposes retirement reductions

Armed Forces Information Service

Weinberger concerned about impact on morale of service members

The Department of Defense is flatly opposed to reductions in military retirement funding, a point Secretary of Defense Caspar W. Weinberger emphasized at length in a recent report to congress.

Although the Department of Defense has prepared the draft legislation as required by Congress, he stated, "I want to make it absolutely clear that such action is not to be construed as support for either of the options for change."

The proposed change would result in an average reduction in retirement benefits of about 16 percent (compared to the current system), but would affect only those entering the service after its enactment. All current and former service members would continue to accrue retirement benefits under the current retirement system.

Even though the two options apply only to future entrants, Weinberger expressed concern that such changes would have an immediate, adverse affect on the morale of the current force.

"No matter how the reduction is packaged," he said, "it communicates the same message, i.e., the perception that there is an erosion in support from the American people for the service men and women whom we call upon to ensure our safety. It says in absolute terms that the unique, dangerous and vital sacrifices they routinely make are not worth the taxpayers' dollars they receive,which is not overly generous.

"I do not believe the majority of the American people support this view," Weinberger concluded, "and ask that you consider this in your deliberations on this very crucial issue to our national security."

The report, mandated by Congress, contained two options for reducing military retirement funding by $2.9 billion in fiscal 1986 and included an analysis of the impact the options might have on force readiness.

The first option would reduce the current 2.5 percent per year multiplier to 2.15 per cent for each year up through 20 years and increase it to 3.2 percent for each year between 21 and 30 years. And it would change the retired pay calculation from the high-three-year average. The cost-of-living adjustment in this option would be preserved at the full amount of the consumer price index increase.

The second option keeps the high-three system, but reduces the multiplier to 2.2 percent for each year up through 20 years and increases it to 3.1 percent for each year between 21 and 30 years. The cost of living allowance would be limited to the consumer price index change minus one percentage point for life, with a one-time restoral at the 40th anniversary of initial entry into service. Retired pay would be recalculated at the point of restoral to the amount to which the individual would have been entitled at that point and his original retired pay been fully indexed.

In his cover letter to the report, Weinberger also indicated serious concern over the significant reduction in future combat readiness that would result from losses of mid-level personnel if the proposed changes were enacted.

Base shows spirit

by Lt. David R. Gomez

Coast Guard Base St. Louis displayed the true spirit of Christmas this past season by adopting a needy family for the holidays.

The Adopt a Family for Christmas program was sponsored by a local church organization that compiled a list of 150 needy St. Louis area families. The program seeks sponsors willing to provide families with food baskets containing items for a traditional Christmas dinner and gifts for the children.

Lt. Mark A. Tilford, Coast Guard Base St. Louis' executive officer, suggested adopting a family to the Morale Committee after reading a story about it in a local paper. The Morale Committee unanimously voted to participate, and Petty Officer 2nd Class Bruce Walker volunteered to head the adoption.

The ministries assigned the Manns of Rock Hill, Mo. to be the Base's adopted family. There are five children in the Mann family ranging in ages from two months to 18 years.

Base St. Louis people quickly gathered more than $200 in cash and gifts. The donated money was used to buy food and additional gifts that were presented to the family by Walker and Seaman Apprentice Bonnie A. Ordes.

Walker and Ordes said that the family was overwhelmed with joy by the presents and invited us to join them for Christmas dinner.

We at Base St. Louis have proven that giving, not receiving, is the true spirit of Christmas. But is this true? Did we receive something in return? We sure did! The warm feeling of knowing we were able to brighten a family's holiday season during troubled times. What could be a better Christmas present?

Lt David R. Gomez is the commanding officer at Coast Guard Base St. Louis.

CG dedicates housing at Osage moorings

by PA3 Rich Schloegl

A dedication ceremony was held Jan. 31 at Sewickley Moorings, Pa. for the opening of the unaccompanied personnel housing (UPH) facility there.

Ribbon-cutting honors were given to Seaman Andrew W. Wallace of the Coast Guard Cutter Osage — the facility's first resident.

Lt. Cmdr. John M. Berglund, Group Ohio River commander, dedicated the facility. Assisting him were: Al Winton, Second District assistant chief of Civil Engineering, Master Chief Petty Officer James W. McPherson and Chief Petty Officer Joseph D. Clark, officer in charge and executive petty officer of the Osage. The ceremony was attended by local city officials and people involved with the design and construction of the building. An open house and reception followed the ceremony.

Construction began July 1984 and was finished December 1985. Total cost was $404,629.45.

The two-story, 4000 square foot building was designed by Lucian Caste, Architects/Engineers of Pittsburgh to look like an old river home typical of the Sewickley area, said John Patterson, project engineer of the Second Coast Guard District's Civil Engineering Branch.

The facility will house as many as 12 single Coast Guardsmen from the Osage. It includes a kitchen, lounge, dining, laundry and recreation rooms and four bedrooms with baths and storage.

"With this project, Civil Engineering has completed three major UPH projects within the past year," said Cmdr. Ronald E. Fritz, Second Coast Guard District's Engineering Division chief. "The others were the construction of the UPH at Paris Landing Moorings, Tenn. and the UPH at Omaha Moorings, Neb."

Future work includes the construction of another UPH at Chattanooga Moorings, Tenn., and major upgrade work at Peoria Moorings, Ill. Construction will begin during the summer of 1986 on both of these projects.

Upbound

Advancements

To Chief:
RDC James W. Hanes, Recruiting Office Cincinnati

To First Class:
MST1 Janis E. Nagy, MSO Pittsburgh
SK1 Anthony T. Grose, CGD2
MK1 Thomas P. Parks, CGC Wyconda

To Second Class:
SS2 Dan Savory, CGC Obion
ET3 John J. Cavanaugh, LORSTA Dana
YN2 Jamie M. Garrido, CGD2
MK2 Harold W. West, CGC Dogwood
MK2 Christopher C. Schulz, MSO St. Louis
RM2 Willie C. Smith, Group Lower Mississippi
MK2 Kevin L. Forshee, CGC Sangamon

To Third Class
SK3 Virgil L. Walburn, CGD2
DC3 Harvey G. Hamm, MSO Louisville
MK3 Dennis W. Turck, CGC Chippewa

Civilian awards

Special Achievement Award and Outstanding Performance Rating:
Marie Anderson, MSO St. Louis
Yvonne Biggerstaff, MSO St. Louis
Cleo Boschert, MSO St. Louis

Special Achievement Award:
Carol Bakke, Northern Region
Lucille Riley, CGD2

Outstanding Performance Rating and Quality Step Increase:
Zetta Laws, MSO Cincinnatti

Outstanding Performance Rating:
Marilyn Cook, CGD2
Drock Martin, CGD2

Military awards

Meritorious Service Medal:
BMCM Harold L. Rodgers, USCGC Muskingum

Coast Guard Commendation Medal:
BMCS Martin M. Dobrin, USCGC Obion

Coast Guard Achievement Medal:
RDCM Byron E. Huntley, CG Institute
LT Keith L. Patterson, CG Institute
PS2 James G. Laird, CGRU Pittsburgh
PS2 Robert V. Myers, CGRU Pittsburgh

Commandant's Letter of Commendation:
HSCM Kenneth D. Lewis, CG Institute
HSCM Clarence Scheffield, CG Institute
CW02 Richard L. Rippert, CG Institute

Making dayboards

Fireman Mike Houston, who works in the industrial shop at Coast Guard Base St. Louis, lays the frame to cut a day board. Base St. Louis makes and distributes more than 4,000 dayboards a year to Second District units.

Depression

Everyone at one time or another faces depression. It's a normal part of life. So that it doesn't get out of hand, keep these things in mind.

√ Become aware of your personal symptoms of depression.

√ Don't take substances that may help bring depression on sooner or later: alcohol, depressants amphetamines, sugar, caffeine or other such substances and foods.

√ Don't look back and try to figure out why you are depressed.

√ Look ahead with a positive plan for living.

√ Don't isolate; get involved with people.

√ Get active, physically and mentally (learning new things).

√ Do something without expectation of return. Give time and talent.

√ Take inventory of ruts and deadends in your life, such as unfulfilling work, unrewarding relationships and time- or money- wasting habits. Change those you can.

√ Get a complete physical exam and follow through.

The 30th Anniversary Coast Guard Cutter Glacier Deep Freeze 1986 Cruisebook is now available.
This cruisebook includes highlights from the Glacier's history. If you would like to order a copy of this cruisebook send $37.00 (postal money orders only) to:
Cruisebook Staff, USCGC Glacier (WAGB-4), FPO San Francisco, CA 96666-3909.

Buoy, buoy, who's got the buoy?

by Jeanie Fusdigian

"Hello, I'd like to report a buoy." That's what the Second District Operations Division usually hears from callers in regards to the Second District's Buoy Recovery Program.

When someone finds a buoy where it shouldn't be, they are asked to call a phone number that is on the buoy. The caller is asked to put their name, address and phone number on the buoy and leave it in a place where the Coast Guard can pick it up.

The person finding the buoy is paid anywhere from $10.00 to $35.00 for the recovery. The amount paid depends on the type and condition of the buoy.

The Operations Division here gets many strange calls from people wanting to report a buoy they've found.

"My favorite call was from a man who called and said he found a thing that looked like a bomb with a phone number to call on it," said Chief Petty Officer Gregory Devore a Second District Operations Center Controller. "I asked him what kind of condition it was in:"

"It's got bullet holes in it," the man answered.

"Where did you find it," Devore asked.

"In a lot," was the reply.

"Where is this lot?"

"In back of a vacant building in East St. Louis."

"I told him to forget it — there's no way our crew is going to pick up a buoy in back of a vacant building in East St. Louis; especially if there are bullet holes in it," Devore said.

If a buoy isn't black, red or green, we aren't interested in it. Devore said that he had one caller he had talked to for several minutes getting the information needed to pick the buoy up. But when he asked what color the bouy was, the caller said blue. Devore told him it wasn't our buoy."

The Operations Division gets calls from all over the country from people wanting to report buoys they've found. Chief Petty Officer John Long, a Second District Operations Center Controller said he has received calls from as far away as Florida and North Carolina. Lt. Cmdr. Roger Evans the chief of search and rescue added that he had gotten calls from Oregon, Washington and California. It seems that when someone finds a buoy, they call the 800 operator and get the Second District's number not realizing they have St. Louis.

"I don't know where Fishhead Slough, West Virginia is," said Chief Petty Officer Gary Cooper, a Second District Operations Center Controller.

"Most of the time the callers talk like I'm in the same town they're in and that I know all the local landmarks. Callers say they found a bouy at Jove's Bait and Tackle, but they don't know what river or mile, or even what town they're near. Maybe they found it at some street or at the mouth of some slough," Cooper added.

"Most of the calls I receive are from people who have found a buoy off the river," said Chief Petty Officer Roger Schmidt, a Second District Operations Center Controller. "Because of flooding, many lost buoys are found in the woods or on a road. Many of the people who find the buoys put them in their pickup trucks and take them home. then they call and say, we've got your buoy, what do you want us to do with it?"

"I got a call from one man that I investigated," said Lt. j.g. David Hughes of the Second District Operations Division. "The man didn't know where he was. I asked him what river he was on and he said he wasn't near a river. After talking to the man I figured out he was near High Ridge, Mo. and the closest river was the Meramec, but we don't put buoys on the Meramec."

"I finally got the man's address and went to investigate," Hughes said. "I drove up a big hill which could only have been flooded during Noah's time. On top of the hill were about 50 red and black buoys. I don't know how they got there," he added, "but the buoys were in such bad condition that I left them there."

Despite his chase, Hughes feels that asking people to notify us is still a good system. He said that if a buoy gets into an area our boats can't get to, the smaller boats can find them and let us know. When the river floods and buoys get up in the trees, we don't have the time to look for them and get them down, so we pay people $20.00 to climb the trees and retrieve them for us.

Chief Warrant Officer Frank Abel of the Second District Operations Division agrees that the buoy retrieval system works well. "We need patience with these incoming calls," he said, "because paying $20.00 for a $200.00 buoy will keep us in business and help us during the money crunch."

So the next time you're on the river and you see a bouy drifting downstream, just think about the adventures that it could provide. You never know in whose backyard it might end up.

Ms. Jeanie Fusdigian is the Marine Information Specialist in the Operations Division at the Second Coast Guard District Office in St. Louis.

Coast Guard hosts benefit ball game, proceeds go to cerebral palsy center

submitted by
LCDR John M. Berglund

People from Coast Guard Group Ohio River, Second District Office, Cutter Chippewa, Reserve Unit Owensboro and Auxiliary hosted WTVW Channel 7 in Wendell Foster Center for Cerebral Palsy benefit basketball game in Owensboro, Ky. January 25. More than $275 was raised and donated to the Wendell Foster Center. The money will go toward the construction of $1.8 million addition the Center is having built. Though the Coast Guard team lost 82-69 everyone involved enjoyed the game. This game will be an annual event.

Petty Officer 3rd Class Randy Morrell in his opera costume.

King Tut?

Body building Coastie plays role in opera

by LTJG David J. Albaugh Sr.

We've reported to you before, the dreams and desires of Petty Officer 3rd Class Randy Morrell to compete in the Mr. America and Mr. Universe Competition. Morrell, a storekeeper at Group Lower Mississippi River, works out regularly at Gold's Gym seeking to make those dreams a reality. He's still working on that dream, but recently the hard work he does in the gym took a classic twist.

You don't usually think of opera when you mention body building. Opera is a form of art that has strong voiced performers belting out songs that are often hard to understand, and actors portraying classic stories usually reserved for English Literature classes. Yet both art forms came together the first week of January in Memphis, Tenn.

The Opera Memphis company visited Gold's Gym January 4 looking for 36 well-built men for their production of "Aida." Morrell was one of the brawny men who stepped forth and posed for the casting director. He was picked for the show.

Does this mean these body builders will have to belt out songs as well as muscle? Not at all! As walk-ons the muscles are on display and voices can stay home.

What a way to break into the Opera!

Lt. j.g. David A. Albaugh Sr. is the executive officer at Coast Guard Group Lower Mississippi River in Memphis, Tenn. Mr. Albaugh will be transferred to the Defense Equal Opportunity Management School at Patrick Air Force Base in Florida where he will be an instructor.

6/2

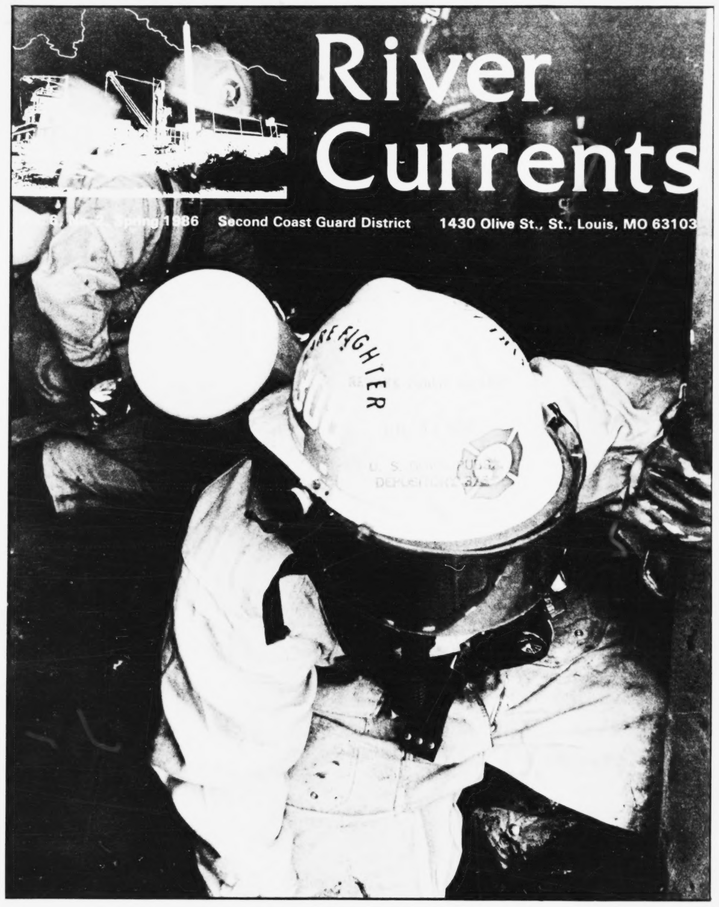

photo by PS2 Kenneth Hines

Coast Guard regular and reserve fire fighters battle a live fire in the Chesterfield Fire Protection District training tower in St. Louis County, MO. *See related story on page 5.*

TD 5.27:

D2 changes command

RADM Nelson takes charge

by PA2 Todd Nelson

The Second Coast Guard District got a new commander in a change of command ceremony held at the Jefferson National Expansion Memorial in St. Louis April 30.

Rear Admiral Bobby F. Hollingsworth, Second District Commander since June 1984, turned over command of the district to Rear Admiral (lower half) Robert T. Nelson.

The district commander oversees 18 river buoy tenders, eight marine safety offices, seven marine safety detachments, one industrial base, four group offices, four Director of Auxiliary offices, one LORAN station, one OMEGA station and nine recruiting offices.

Vice Admiral Paul A. Yost, the Coast Guard's Atlantic Area Commander, was the ceremony's principal speaker. Vice Admiral Yost took over as the commandant of the Coast Guard May 30.

Rear Admiral Hollingsworth goes to Portsmouth, Va. as commander of the Fifth Coast Guard District.

At sea, Rear Admiral Hollingsworth has been: Commanding Officer, Coast Guard Cutter Jarvis; Commanding Officer, Coast Guard Cutter Cape Upright; Executive Officer, Coast Guard Cutter McCullough; and deck watch officer on Coast Guard Cutter Ingham.

Admiral Hollingsworth's other shore assignments include: Chief, Office of Marine Environment and Systems, Coast Guard Headquarters; Deputy Chief, Office of Operations, Coast Guard Headquarters; United States representative to the Marine Environmental Protection Committee of the International Maritime Organization; Chief, Telecommunications Management Division, Coast Guard Headquarters; and Commanding Officer, LORAN Station Eniwetok, Marshall Islands.

Rear Admiral Hollingsworth was decorated with the Legion of Merit at the ceremony. His other awards include two Coast Guard Meritorious Service Medals and three Coast Guard Commendation Medals.

by PA2 Todd Nelson

Rear Admiral Bobby F. Hollingsworth (1) congratulates Rear Admiral Robert T. Nelson on his new district command. Looking on is Admiral Paul A. Yost, new Coast Guard Commandant.

A native of Irvine, Ky., Rear Admiral Hollingsworth graduated from high school in Boca Raton, Fla. He graduated from the Coast Guard Academy in 1955, and from the Naval Post Graduate School in 1962.

Rear Admiral Hollingsworth is married to the former Patricia Marc-Aurele of New London, Conn. They have three children: Matthew, Alicia and Denise.

Rear Admiral Nelson comes to St. Louis from the Third Coast Guard District, in New York, N.Y., where he was District Chief of Staff.

His sea duty assignments include: Commanding Officer, Coast Guard Cutter Westwind; Executive Officer, Coast Guard Cutter Southwind; deck watch officer on the Coast Guard Cutter Eastwind; and Commanding Officer, Coast Guard cutters Cape Current and Point Glover.

On shore, Rear Admiral Nelson has been: District Comptroller, Seventeenth Coast Guard District, Juneau, Alaska; Comptroller Twelfth Coast Guard District, Long Beach, Calif. and at Coast Guard Headquarters was chief of Budget Division and later chief of the Programs Division in the Office of the Chief of Staff.

Rear Admiral Nelson has been awarded the Bronze Star with combat "V" device, Meritorious Service Medal, Coast Guard Commendation Medal, Coast Guard Achievement Medal, and medals and ribbons for Vietnam, Arctic and Antarctic service.

Rear Admiral Nelson is a 1958 graduate of the Coast Guard Academy. He holds a master's degree in business administration from George Washington University.

A native of East Liverpool, Ohio, Rear Admiral Nelson is married to the former Patricia Bennet of Youngstown, Ohio, where he attended high school. They have three children: Karen, Katherine and Robert, Jr.

by PA2 Todd Nelson

Trooping the line

For the first time, and the last, Rear Admiral Hollingsworth and Rear Admiral Nelson troop the line — inspecting Second District regular and reserve Coast Guardsmen and Coast Guard Auxiliarists. Rear Admiral Hollingsworth moves on to his new job as Commander, Fifth Coast Guard District. Rear Admiral Nelson comes to us from the Third Coast Guard District, where he was chief of staff.

New 2nd District Commander talks about his plans for D2

Budget, A-76, MDZ merger goals clarified

Rear Admiral (lower half) Robert T. Nelson assumed command of the Second Coast Guard District April 30 in a change of command ceremony held in St. Louis.

Here are some excerpts of an interview conducted with Rear Admiral Nelson June 3.

RC: Good afternoon Admiral Nelson. The Editors of River Currents would like to welcome you to the Second Coast Guard District.

RADM: Thank you. I'm very glad to be here. I want to say that I look forward to being in this job. I consider myself to be a Midwesterner. I grew up in an Ohio River town and I have many relatives and friends in the Midwest. So when this opportunity came along, I was very pleased. I look forward to living in St. Louis, and I look forward to serving in the Second District.

RC: Admiral, what are your impressions of the Second District so far?

RADM: They've been very positive. I've had an opportunity to make a tour of the district and visit some of the units. I've had an opportunity to visit with the regulars, with the Auxiliary, with a reserve unit, and I've had many opportunities to visit with the staff, military and civilian, here in St. Louis.

I've know for some time that the Second District comprises a large group of skilled professionals. I've had positive dealings with the Second District people for many years from afar. So I'm glad to be a part of this fine group.

The Second District is made up of many small units and relatively small staffs. Everybody in the district, from the most senior officer to the junior fireman and seaman, has an important job to do. I think that's the key to our success. There is a sense of accomplishment at all levels in providing services to the maritime community in the Midwest.

RC: Admiral, are there any major projects you'd like to see started in the Second District?

RADM: There are no new major projects that I can think of at the moment for the Second District. But I do feel that we need to proceed with the consolidations of the MSO's and the group offices that were previously announced. They're necessary and we will be more effective and efficient as a result of them. I hope to get them implemented as quickly as possible so we can settle down with the new organizations and get on with the business at hand.

I'd like to expedite the replacement of the barges. The barge program, which ran afoul of contracting problems, needs to get back on track so we can replace some of the older barges.

I'd like to also expedite the replacement program for some of our older tenders. I might say that just in the past week I learned that funding will be made available for both the tenders and barges.

One concern that seems to be a problem right now is the A-76 reviews. I'm a supporter of A-76 reviews, which is essentially a review of a facility to determine whether services can be provided more cost effectively through contracting out, or whether we should continue with military and civilian personnel. But A-76 is a very disruptive process. It's disruptive to the people down at Base St. Louis. It's disruptive to the people at OMEGA and LORAN stations. I understand their concerns, so I would like to see those reviews completed at an early date.

The budget challenges we face today have an impact on our personnel programs and share the concerns of all about pay, retired pay, medical, dental and other benefits. The new commandant shares these concerns and will work vigorously to share your concerns with the Administration and Congress.

"We will continue to face a budget problem in the future. But I do not see us closing down district operating units for budget reasons."

"There is a lot of support for the Coast Guard throughout the district. Nurture this good will. Meet the local community people on a one-to-one basis."

RC: Sir, how will today's tighter budgets affect the Second Coast Guard District?

RADM: I think we've already seen a budget impact on the Second District. We have, in the last two or three years, reduced the number of people on the various staffs. Over the years, we've cut down the number of tenders and other operating units.

And I can't tell you what's going to happen in the budget down the line. I do know the 1987 budget is what Headquarters would term as a 'fully funded' budget. If we get all the money in the President's 1987 budget request, then we'll be in pretty good shape. But, I cannot guarantee you that Congress will appropriate it.

The operating units have been faced with a lot of uncertainties in their budget levels. I regret that. But you only have to read in the newspaper about the budget problem at the national level to understand how it works its way right down to the operating units. We hope in the future to level out the unit funding and to make it less difficult for the operating units.

We'll continue to face a budget problem in the future. But I don't see us closing down district operating units for budget reasons. There will be some centralization of district office staff functions, but otherwise I believe we've pared the staff down as far as we dare to go.

"I've had positive dealings with the Second District people for many years from afar. So I'm glad to be a part of this fine group."

RC: Admiral, what are your priorities for the Second District during your tour here?

RADM: First, I take my priorities from what the new Commandant lists as his priorities. He's indicated that we need to emphasize the Maritime Defense Zone, MDZ, concept and improve military readiness.

Now, there may be a question as to why military readiness. First, it's a national priority. Secondly, I think improving unit and individual military training goes to the heart of having an efficient, well-run unit. A higher state of military readiness requires that we improve training in all phases of our operations from engineering to deck to communications to administration.

I want to emphasize community relations. Community relations, to my way of thinking, is to bloom where you are planted. Wherever you are in the Second District, get together with the people in the local community. Reach out to them and let them know what the Coast Guard is. Wear your uniform on occasion, and participate in local events. Let them know that you're interested in their community, and I guarantee everyone that they'll be interested in the Coast Guard.

There's a lot of support for the Coast Guard throughout the district. Nurture this good will. Meet the local community people on a one-to-one basis. Public affairs is one of the more important command responsibilities. To be good neighbors is good for the Coast Guard, good for recruiting, good for political support of Coast Guard missions, and it's just plain good for the Coast Guard families who live in the community.

Another area that I hope to emphasize is communications — up and down the line. I need to know what's going on out in the field — about your accomplishments as well as your problems and concerns. I can't guarantee you I'm going to solve all your problems, but I would like to know what they are. On the other hand, I have a responsibility to see that my policies, my ideas, get down to the field units. It isn't what I want to hear, but what you want to tell me that counts. It isn't what you want to hear, but it's what I'm trying to convey that counts.

Good human relations is an area that's always been a hallmark in the Coast Guard. I think we have, will continue to be, a close-knit Coast Guard family. And I'm talking about everybody — the regulars, reserves, Auxiliary and civilian personnel.

I've had an opportunity to attend the Central Area Auxiliary conference and meet a number of the Auxiliary people. I'm very impressed, very proud of the Auxiliarists.

My priority for the Auxiliarists is that they continue and expand operations in the Second District. It's critical that they do, because as the operating budget gets tighter, we'll have to call on the Auxiliary to do more and more.

I also look for growth of the reserves. The reserves have two major functions — mobilization and augmentation. With MDZ, mobilization readiness takes on a higher priority. And augmentation must continue in the Second District where our resources are scattered very thin.

RC: Sir, would you like to add anything?

RADM: Let me just say again, I'm happy to be leader of this team in the Second District. I sought out the job, and I'm glad to be here.

RC: Thank you very much, Admiral.

Ground broken for new UPH

by PA2 Todd Nelson

Coast Guard and local officials turned the first shovel-full of soil in a ground breaking ceremony held to kick off construction at the Coast Guard's moorings in East Peoria, Ill. May 15.

Holding the shovel were Second Coast Guard District Commander Rear Admiral Robert T. Nelson, East Peoria City Commissioner Harold Fogelmark, Peoria City Councilman Leonard Unes and project contractor Max P. Hoerr.

The Coast Guard will be building a new administration and unaccompanied personnel housing building. Also set for construction are a garage, shop and storage building, a small boat crane launch, and outdoor aids to navigation storage areas. The work will also include repairs to the moorings' bulkhead. The area will be graded, paved and landscaped.

A Peoria firm P. J. Hoerr, Inc., has been awarded the $1,377,600 construction contract. LZT Associates, also of Peoria, is the project architect. The construction is expected to take one year.

The 7200 sq. foot administration and crew's housing building will be raised four feet to the 100-year flood elevation.

The Coast Guard Cutter Sangamon, Coast Guard Marine Safety Detachment Peoria, Coast Guard reservists, and local Coast Guard Auxiliarists will all have office space — consolidating all Peoria Coast Guard units into one building.

As many as 15 people can be housed in the new building. There'll be five three-man rooms, each with its own bath. The facility will also have a kitchen, laundry and a recreational lounge.

Water and Kids

by PA3 Rich Schloegl

St. Louis area elementary students will have a safer summer thanks to Second Coast Guard District personnel and area Coast Guard Auxiliarists.

Auxiliarists and regulars from the Second District have been visiting local elementary schools to explain basic safety precautions for water safety.

The idea of presenting a "Water and Kids" program to the elementary students in St. Louis came about at an April 1 National Safe Boating Week (NSBW) planning meeting. "The idea of the meeting was to bring out a fresh approach to NSBW along with the usual proclamination," said the Second District Public Affairs Officer (PAO) Lieutenant Christopher J. Smith. Mr. George Baltimore, an Auxiliarist, suggested presenting the "Water and Kids" program to as many audiences as possible as NSBW approached.

"Later that week I sold the idea to Dr. Wayne Walker of St. Louis Public Schools who strongly approved the program," Smith said. "They sent a notice to all elementary school principals describing the program and its availability, leaving it up to them to decide whether to invite us."

By the first of May, 25 school principals had replied — wanting the training for their kindergarten through fifth grade students.

Enthusiasm for the program was shared by Second District staff as volunteers signed up to train immediately.

Mrs. Marilyn Aten and Mrs. Devon Ising, the PAOs for Auxiliary Division 3 and 7, had no problems mustering the support of their Auxiliarists.

In all, 18 Auxiliarists and 12 regulars took part in presenting the "Water and Kids" program at 25 schools. During 43 sessions, the volunteers trained 7189 students the right and wrong ways to enjoy the water.

During the sessions, the volunteers showed films, demonstrated personal flotation devices and presented the students with "Water and Kids" coloring books.

"It's our hope that by teaching children the basic rules of water safety that they can enjoy the water but know what to do if something goes wrong," said Chief Petty Officer Roy L. Compton, a trainer and coordinator of the program.

Participants in the On-Scene Coordinator / Regional Response Team simulation exercise, Lt. Christopher J. Smith, Lt. Cmdr. Dennis W. Cleaveland, and Commander Timothy W. Josiah, are videotaped for later critique.

CG simulates disaster

Fed, state, local agencies drill

by PA2 Gavin Wente

"Coast Guard Group Upper Mississippi River, Coast Guard Group Upper Mississippi River, Coast Guard Group Upper Mississippi River, this is the towboat Abe Lincoln," the panicked voice on the radio barked. "I've lost all power. I'm out of control with a runaway towboat at mile 181 on the Mississippi River. We need immediate help."

The towboat captain's voice was strained and nervous. He knew of the danger that loomed ahead. He was sitting on a floating bomb full of deadly chemicals bearing down on St. Louis and more than a million unsuspecting victims. Scenes from the tragedy of the chemical spill in Bophal, India raced through the captain's mind. If his 15-barge tow hits one of the bridge piers in St. Louis Harbor, he knew there would be an explosion and the chemicals he was carrying would be released into the atmosphere in the downtown area.

"It's tough gettin' a towboat through the bridges in St. Louis harbor under ideal conditions," the captain thought to himself. "I'll never make it with high water and no power."

The towboat narrowly squeezed between the piers of the Martin Luther King Bridge, but hit broadside with the west pier of the Eads Bridge. The barges crushed against the pier and then collapsed into each other like an accordian. Suddenly there was a roar and explosion. Fire leapt skyward, enveloping the bridge in intense heat. Lethal vapors billowed into the air, inching their way toward downtown St. Louis just a few hundred feet away.

This didn't really happen. But it was the scenario used at the On-Scene Coordinator / Regional Response Team simulation exercise held in St. Louis May 21 and 22.

"The purpose of this exercise was to test the ability of the St. Louis area in responding to a major maritime accident on the Mississippi River," said Lt. Cmdr. David W. Gault, the assistant chief of the Marine Environmental and Port Safety Branch at the Second District Office in St. Louis. "This exercise allowed the On-Scene Coordinator and the Regional Response Team to respond to a major oil / chemical spill through a gaming simulation. The participants were required to make decisions under the gun just like they would during the real thing," said Gault.

In this exercise the On Scene Coordinator was Cmdr. Timothy Josiah, commanding officer of Marine Safety Office St. Louis. The Regional Response Team was made up of numerous federal, state and local officals. Also, many people from the marine industry participated.

The Coast Guard sponsors six simulation exercises like this each year at different locations throughout the country. St. Louis was chosen as one of the sites this year because of the possibility of an accident happening here like the one described in the scenario.

"The simulation exercises are headed by the Marine Safety School in Yorktown, Va.," said Gault. "About eight weeks before the simulation took place, a team from Yorktown was sent here to St. Louis to look the river front area over and do research. Then they devised the most realistic scenario possible."

Once the scenario was put into action at the exercise, the various participants responded by identifying needed resources actually available on the day the drill was taking place, according to Josiah. Response actions included fire fighting, evacuation of the St. Louis metropolitan area and the hiring of specialized cleanup contractors and marine salvors. The exercise was intended to involve as many government and industry officials as possible in a realistic major accident on Mississippi River.

More than 200 people from the various federal, state and local agencies as well as the marine industry participated in the drill.

The simulation stopped being a drill to many people. In their minds they were dealing with a real disaster. There was a nervous tone and a sense of urgency in the participants' voices as they made decisions and gave orders. Beads of perspiration formed on the player's temples as they contemplated the decisions they needed to make. They felt the decisions they were going to make were going to actually be carried out and have an effect on millions of lives. The exercise was no longer a drill. It was reality.

"This exercise helped us identify exactly who we'd be working with if a disaster like this one happened," said Lt. j.g. Mark R. Devries of the Port Operations office at MSO St. Louis. "We've established a better working relationship with members of St. Louis' response community. We know now what to expect from them and what they can expect from us under the gun. This will help us to better coordinate our efforts in case a real accident happens."

Though this drill was just a game conceived in the minds of and umpired by a group of marine safety experts, it is a possible reality for the St. Louis area. The towboat Abe Lincoln is an actual vessel and the chemicals she carries travel through St. Louis daily and can have deadly effects. In 1982 the M/V City of Greenville hit the Eads Bridge and exploded, setting St. Louis Harbor on fire. If the M/V City of Greenville had been carrying a toxic cargo it would have been the Abe Lincoln in real life. This simulation has prepared St. Louis to better combat this type of disaster if it happens.

MSO, reserves 'battle' fires

Coasties get hands-on training in fire skills

by PS2 Kevin Carberry

Since the threat of fire confronts all Coast Guard men and women on land and sea, firefighter training is essential for reservists and active duty Coast Guardsmen on a regular basis.

Twenty-five Coast Guard regulars from Marine Safety Office St. Louis and reservists from the St. Louis Reserve Unit "B" participated in a joint fire training session April 12 at the Chesterfield Fire Protection District Training Academy in St. Louis County, Mo.

Petty Officer 2nd Class Ken Hines, a port securityman in the Coast Guard, and fire captain with the Chesterfield Fire Protection District, arranged for the use of the fire training tower and conducted the fire training with the help Petty Officer 2nd Class Mike McKinski, another port securityman, and Chief Petty Officer Randy Caverly, a damage controlman, of Marine Safety Office St. Louis.

Hines spoke of the importance of fire training for Coast Guard reservists: "Basically, if you're responsible for a fire watch or are involved with any marine safety operations, you need to be prepared for fire." Hines continued: "We work around many hazardous chemicals and environments doing MSO work that present the right setting for fire. Being properly trained and having the opportunity to practice fire fighting making us better prepared to do our jobs as reservists."

Hines, Macinski and Caverly led the training in handling breathing apparatus, search and rescue, handling fire hoses and interior structural fire fighting.

Participants battled live fires in the fire department training tower — a structure specially designed for controlled building fires.

Teams of three people, wearing full fire protective clothing and breathing apparatus, advanced hoses through the building and extinguished the fire under the watchful eyes of the instructors.

The hands-on training was universally well-received. "We receive the theoretical classroom training frequently. But we don't often get the opportunity to prepare skills for safety," said Commander Kenneth Mraz, commanding officer of the St. Louis Reserve Unit "B". "Any type of training where you employ more of your senses is better. Here, you are taking more of an active part."

Lieutenant Paul Kirkpatrick, chief of Port Operations at the St. Louis Marine Safety Office said, "This is the type of training that can be beneficial on down the line. Any hands-on training is far superior to classroom training."

Ensign Cynthia Dillon and Damage Controlman Chief Randy Caverly of Marine Safety Office St. Louis discuss training plans for the 25 regular and reserve Coast Guardsmen who participated in a joint fire training session in the St. Louis area April 12.

Port Securityman First Class Norm Loveland of Reserve Unit "B" says, "The hands-on training is 100 percent more effective. It's much more realistic." Hines said the Coast Guard active duty people, along with the reservists, learned much together in the fire training class. "All the people involved learned a great deal and refreshed previous fire fighting practical training. We had the chance to work with the group we augment and they had a chance to work with us. Familiarity breeds understanding and respect for the jobs that all of us are expected to accomplish. The class was time well spent!"

Petty Officer Carberry is a port securityman for St. Louis Reserve Unit B. When he's not drilling with the Reserve Unit, he's a sportswriter for the "Louisiana Press Journal" in Louisiana, Mo.

Reservists train for floods

Towing, survival techniques taught

by RM1 William J. James II, USCGR

Members of Coast Guard Reserve Unit Charleston, W.V. received invaluable hands-on training in flood relief during their weekend drill of April, 1986.

The emergency flood relief drill was conducted by active Coast Guardsmen attached to Marine Safety Office Huntington, W.V. Directed by CWO3 Wayne Krambeck, 40 reserve enlisted and five officers underwent familiarization training of emergency equipment used during flooding. Training was also conducted in emergency breathing equipment used around hazardous chemicals.

"Training came as a direct result of experiences encountered by MSO Huntington rescue workers during the severe flooding that devastated Marlington, W.V. in November," Krambeck said.

"During the flooding, a majority of reserve Coast Guardsmen were ready to serve, but were not needed," Stobbe said. "Now, in the event of another flood, trained manpower will be standing by to lend a hand."

Ensign Robert Stilles coordinated the flood relief training April 5 and 6. "During an emergency, it eases your mind to know you can concern yourself with rescue operations, and not how to use the equipment," Stilles said. "If reserve members had been needed to participate in November's flood relief efforts, many wouldn't have been familiar with the equipment, or with flood relief operations."

On the first day, reservists began by operating three emergency work punts. The craft were specially designed for the Coast Guard, and transported on a three-tiered trailer complete with necessary emergency equipment.

Reserve Unit Charleston members get a hand from Marine Safety Office Huntington boat crewmen in a vessel towing exercise.

The weather was better than during actual flooding, providing a relaxed atmosphere for maximum learning.

"You never know what will be encountered during flood relief," Chief Boatswain's Mate J.E. Vincent pointed out. "You can never get too much training."

Vincent said one emergency put was lost in turbulent waters during the November floods.

The next day, the reservists were trained with cold-water Mustang survival suits, wet suits, type IV PFD's and emergency respirators.

"Mustangs are relatively light and dry," Krambeck said. "But when wet, they weigh as much as 70 pounds. Mobility is decreased and the extra weight can prevent a person from getting out of the water with ease.

Another discovery during flood relief was that straps attached to the Mustang suit can become caught in trees and underbrush. This made them a potential threat to survival," he said.

Facilities for the cold-water training were provided by the South Charleston, W.V. Community Center.

The reservists, on the last day, worked with emergency breathing equipment. MSO people agreed that even more time could be spent in the area of safety. "Basically, we've just explained the tip of the iceberg," Vincent said. "And even though MSO people work with such equipment every day, many hours are devoted to training in this area alone."

In a critique of the two-day training exercise, reserve unit members and MSO instructors discussed the need for more sharing of information. Krambeck said: "It's amazing how much one learns by teaching others. Aspects that we take for granted in day-to-day operations are necessary tools for emergencies."

Many reservists commented on the success of the exercise, and the valuable information passed on by the MSO instructors. Both MSO and reserve people agree that augmentation alone isn't enough. Hand-in-hand cooperation and sharing of ideas make for a better Coast Guard and Ready Reserve.

William J. James II is a Radioman First Class at Coast Guard Reserve Unit Charleston.

editorial

D2 comes out in force for Armed Forces Week

by LT. Chris Smith

It was an exciting Armed Forces week. Coast Guard units across Second District participated in events that made residents of America's heartland more aware of who we are and what we do. We appreciate the time you spent to plan and carry out these activities in addition to your operational commitments. Thanks for all the hard work! I'm sure that we'll benefit as individuals, units and as a military service because of your efforts.

A few of our units engaged in some unique activities that I'd like to share with you.

Lt. Greg Adams of MSD St. Paul appeared live on radio and television to discuss Coast Guard missions in Minnesota.

Lt. j.g. Kimberly Davis of Group Upper Mississippi hosted an Armed Forces Day extravaganza in Keokuk, Iowa May 17. Representatives from the Navy, Marines and National Guard joined with the Coast Guard people from MSD Davenport, Reserve Unit Peoria and Group Upper to tell the military's story. Hundreds of people attended and media people were there, too.

MSD Marietta set up a boating safety exhibit for an area Safety Forum program. They reached more than 500 young people with basic water safety information.

The Coast Guard Cutter Obion hosted 46 senior foreign and 30 Navy League officers for a two-hour cruise on the Mississippi.

Group Lower Mississippi hosted a "media day" May 16 to acquaint the Memphis area media with Coast Guard missions.

Marine Safety Office Memphis' commanding officer, Cmdr. Opezio, wrote a column about Coast Guard missions that appeared in the local daily newspaper.

Marine Safety Office Cincinnati conducted a joint flood response / reserve mobilization exercise. More than 120 people from the regular Coast Guard, reserves and Auxiliary participated in this event that received extensive media coverage. The MSO also participated in the christening ceremony of a new excursion boat and the press was there, too.

When you conduct an open house, participate in a parade or give a speech you may believe that you're doing "PR." But those kind of activities are actually only a small part of one aspect of the public affairs business known as community relations.

A comprehensive Community Relations program doesn't focus on events but rather is a continuous planned process. The goal of a community relations program is to develop understanding and support of the local community for the Coast Guard and our missions.

Community relations are something you'll always have. Whether or not they're good relations depends on your program. In the next issue of 'River Currents,' I'll discuss Community Relations in more detail and offer some thoughs on how you can get or keep friends in your community.

Armed Forces Week Activities

	Parade	Open House	Exhibit	Demo	Speech Given	Media Coverage
Auxiliary Regions						
Northern Region			X			X
Southern Region			X			
Western Region				X	X	
Recruiting Offices						
Memphis			X			
Minneapolis			X			X
St. Louis			X			X
Group Offices						
Ohio River	X			X		
Lower Mississippi River		X	X	X	X	X
Upper Mississippi River		X	X	X		X
Tennessee River	X	X		X	X	
Marine Safety Offices						
Cincinnati				X		X
Huntington	X		X			
St. Louis			X	X	X	X
Marine Safety Detachments						
Marietta	X		X	X	X	X
Davenport			X			
St. Paul			X			
Cutters						
Dogwood		X	X	X		
Patoka		X	X	X		
Kanawha		X	X	X		X
Kickapoo	X	X	X	X		
Osage		X	X	X		
Quachita						X
Cimarron	X	X	X	X		
Wyaconda		X	X	X		
Obion		X	X	X		
Reserve Units						
St. Paul			X			X
Knoxville			X			
Chattanooga		X		X		X
Peoria				X	X	
St. Louis "A"		X				
St. Louis "B"			X			
Base St. Louis			X			

Upbound

Advancements

To Senior Chief:
YNCS Anthony F. Scopelite, CGD2
RDCS Barry S. Gee, RUITOFF Memphis

To Chief:
YNC William D. Disbrow, CGD2
YNC Dennis J. McCoy, INST

To First Class:
SK1 Gary W. Woods, Base St. Louis
DC2 Todd A. Wolpert, CGC Sumac

To Second Class:
YN2 Micheal A. Tschida, DIRAUX 02NR
ET2 Christopher J. Buzzelli, Group Lower Mississippi River
BM2 Steven E. Maier, CGC Cheyenne
ET2 Glen E. Bates, OMEGA STATION
PA2 Gavin W. Wente, CGD2

Civilian Awards

Outstanding Performance Rating:
Maurice Rapps, CGD2
Mollie Edwards, CGD2

Outstanding Performance Rating and Special Achievement Award:
Jepsie Jo Meyer, MSO Paducah
Freddie Donegan, Group Lower Mississippi River

Length of Service:
Ouida Bower, CGD2, 30 years
Effie Kroepel, CGD2, 25 years
George Basden, CGD2, three years

Military Awards

Coast Guard Commendation Medal with "O" device:
BMCM Allen W. Thiele, CGC Wyaconda

Coast Guard Commendation Medal:
LCDR David W. Gault, CGD2
LT Raymond Carlson, CGD2
BMCM Donald E. Urquhart, CGC Quachita
CWO3 Bruce L. Ward, CGD2
CDR James D. Burke, CGD2
CDR Jean A. Snyder, PPC
LT Kevin E. Schumacher, CGD2
LT Paul D. Jewell, DIRAUX 02NR
LT Martin L. Phillips, CGD2
BMC John E. Vincent, MSO Huntington

Coast Guard Achievement Medal:
QMCM Jackie C. Keith, PPC
CDR Drew R. Hamblin, CG Institute
SKC John E. Queen, PPC
CWO2 Mike S. Gipson, MSO St. Louis
YN1 Dennis A. Bowman, CG Base St. Louis
LCDR William A. Meiman, Jr., CGD2
LT Robert A. Strong, DIRAUX 02ER
YN1 Kelly A. Roe, Group LMR

Commandant's Letter of Commandation with "O" device:
BM1 Ronald W. Martin, MSO Huntington
MK1 Mark L. Oliver, MSO Huntington
MST2 Jeffrey A. Heinl, MSO Huntington
BM3 Christopher P. Scarberry, MSO Huntington
MK3 Gregory B. Dalton, MSO Huntington

Commandant's Letter of Commendation:
LTJG David A. Albaugh, Sr., Group LMR
QMCM David D. Tinkler, CG Institute
YN2 Jamie M. Garrido, CGD2

Unit Commendation with "O" device:
MSO Pittsburgh

(from left) Lt. Buddy Staier, Seaman Recruit Mikeal Staier, Lt. j.g. Kent Booher, Seaman Faith Booher, Yeoman Second Class Pat Hafley, Machinery Technician Second Class Chuck Hafley, Storekeeper First Class Linda Chattin, and Port Securityman Second Class Danny Chattin.

Reserve unit is family affair

by LCDR Thomas A. Dunwoody, USCGR

"Coast Guard family" takes on a new meaning at Coast Guard Reserve Unit Chattanooga. The unit roster lists three husband/wife teams and one father/son team making the unit a real family affair.

Lt.j.g. Kent Booher is the unit's educational services officer and assistant training officer. In his civilian life he practices law in Chattanooga, TN. His wife, Seaman Faith Booher is working on her college degree and plans to seek a commission after graduation.

Petty Officer First Class Linda Chattin has eight years in the Coast Guard Reserve and is a high school art teacher in her civilian life. Her husband Petty Officer Second Class Danny Chattin has recently returned to the Coast Guard Reserve. He is a Public Safety Officer for the Tennessee Valley Authority.

Petty Officer Second Class Pat Hafley and her husband Petty Officer Third Class Chuck Hafely recently moved to the Chattanooga area. Both were active duty Coast Guard at Group Rockaway, New York. Pat is now an administrative assistant for an industrial sales company. Chuck is a mechanic for an automobile dealership.

The father/son pair are Lt. Buddy Staier, the unit administration officer and his son Seaman Recruit Mikeal Staier. Mikeal is a new RK recruit who hopes for an appointment to the Coast Guard Academy.
Lt. Staier is a high school guidance counselor.

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River Currents

Vol. 6, No. 3, Summer 1986 Second Coast Guard District 1430 Olive St., St. Louis, MO 63103

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U.S. GOVT. PUBS.
DEPOSITORY 378

An HH-65 Dolphin helicopter from Coast Guard Aviation Training Center Mobile and a 32-foot Port Security Boat from Coast Guard Marine Safety Office St. Louis perform hoisting exercises for the crowd at St. Louis' Veiled Prophet Fair July 5. Lieutenant Paul D. Kirkpatrick of MSO St. Louis was the lucky "hoistee."

photo by PAC Roy L. Compton

TD 5.27:

Watch those mile marker trees!

The following is the text of a "message" sent to *River Currents* by Group Tennessee River. We don't know if this is for real, but we feel it's in the interest of public safety, and to prevent further incidents of this sort from happening in the district, that this should be published.

R 000000Z APR 86

FM USCGC CIMARRON

TO COMCOGARDGRU TENNESSEE RIVER

INFO ALCOAST

BT

UNCLAS //123430//

SUBJ: PERSONNEL INCIDENT; REPORT OF

1. ON 12APR86 AT MILE MARKER 286 ON THE CUMBERLAND RIVER, WHILE ATTEMPTING TO POST A MILE MARKER, BM3 WILLIAMS ACCIDENTALLY NAILED HIS SAFETY BELT TO A TREE. FORTUNATELY, HE WAS STILL ATTACHED TO THE BELT WHEN HE ATTEMPTED TO DEPART THE TREE.

2. ALTHOUGH FRUSTRATED, AND APPARENTLY UNINJURED WITH THE EXCEPTION OF A BRUISED EGO, SNM WAS ABLE TO FREE HIMSELF WITH THE USE OF HIS TRUSTY MARLIN SPIKE.

3. SNM SUFFERED WHAT APPEARED TO BE AN UNDETERMINED AMOUNT OF EMBARRASSMENT.

BT

In view of the remarkable circumstances involved, the marlin spike mentioned in the message has been recommended for the Gold Life Saving Medal for the unselfish and self-sacrificing way that it rescued BM3 Williams from the clutches of the ever-dangerous mile marker trees, which are indigenous to the Cumberland River area.

photo by YN1 Scott Dunham

MSO welcomes Delta Queen

DC1 Robert J. Majka and BM2 Timothy D. Schwab of MSO Nashville check out the Steamer Delta Queen while on a routine harbor patrol of the Nashville riverfront. An MSO small boat escorted the Delta Queen into the harbor on her inaugural visit July 15. Nashville will be the Delta Queen's newest regular stop, which will be the first regular steamboat service on the Cumberland River in nearly 75 years. MSO commanding officer and Captain of the Port Commander Michael J. DeWitt welcomed Delta Queen to the port during a press conference July 15. Commander DeWitt said the MSO will be working with city and Delta Queen officials to establish mooring and fueling areas. MSO will also be responsible for inspecting the Delta Queen and for making fire contingency plans.

Shopping can snare you a "fare" price

by Tom Joyce, A.F.I.S.

You've been told for years that if something sounds too good to be true, it probably is. But those advertisements offering military personnel discounts of up to 50 percent on airline tickets really are true.

Under the Leave/Furlough Fare Program, negotiated by the Military Traffic Management Command, 19 airlines, two major bus companies and Amtrak offer special discounts to military personnel and their dependents traveling on leave within the United States.

Air Force Lt. Col. Michael Becker, director of passenger services for the Military Traffic Management Command, said all a military member has to do to get the discount is present a military identification card.

"But it is still wise to shop around," said Becker. "In this era of deregulation, it's possible to beat the furlough fare."

Most of the discounts offered by the airlines apply only to travel in the continental United States. However, Becker reports that some airlines apply the discounts to all fares, including overseas flights.

The two major bus companies, Greyhound and Continental Trailways, also offer discounts to military people on leave and dependents who accompany them.

"Greyhound discounts tickets for seven-, 15- and 30-day passes 50 percent. Continental Trailways discounts their 15- and 30-day passes 50 percent," said Becker.

Also important is the new Package Express Program started by the bus companies in November 1984.

"Under the program," said Becker, "military personnel can ship up to 100 pounds of personal packages anywhere the bus companies serve for $10 or less."

Becker said the Package Express Program is extremely popular during the Christmas season when servicemen and women send presents home to their families. Service members do not have to accompany the packages.

Discounts are also available on Amtrak, but the offers are a little more complicated. For instance, all military members are eligible for a 25 percent discount on all fares. The discounts for spouses and dependents will vary from 25 to 75 percent depending on whether they travel with or without their sponsor and on the ages of the children. Children under two travel free.

The military Traffic Management Command has also negotiated discounts on rental cars with more than 50 rental car companies. "The amount of the discount depends on the company," said Becker. "But they range anywhere from 25 to 50 percent. Again, it's a good idea to shop around." All major car rental companies are involved.

Second Coast Guard District active duty members, reservists, Auxiliarists and civilian employees can use the Scheduled Airlines Traffic Offices, Inc. (SATO) office at the district office to make business or vacation travel reservations. You can reach SATO at (314) 425-4690 or FTS 279-4690. SATO is not a government agency. It plays the same role as a travel agent.

The key advise when making travel arrangements is to shop around. "With deregulation, airlines can lower fares at will and they do," said Becker. "Many of these airlines will try to get business on new routes by offering fares that are almost nothing."

The chances of getting really good discount fares are better in the major cities like Washington, D.C., Chicago, New York and Los Angeles, said Becker, because there are more air carriers flying into those cities.

"But you know the furlough fare is always there to fall back on," he said.

D2 Coasties spread word

by PA2 Gavin Wente

What's the Coast Guard doing in St. Louis?

That's a question every Coast Guardsman here is frequently asked.

Members of the Coast Guard community took a giant step toward answering that question during the Veiled Prophet Fair here during the Fourth of July weekend.

The Veiled Prophet Fair is billed as the nation's largest annual birthday party. More than three-million people attended the Veiled Prophet Fair this year, and Coast Guardsmen in St. Louis took this opportunity to tell many of these people about the St. Louis Coast Guard.

The Second District color guard marched in the the opening parade July 3. The Marine Safety Office used their pollution response vehicle to pull St. Louis Reserve Unit "B"'s 19-foot boat behind the color guard. More than 25 Coast Guard and Coast Guard Auxiliarists participated in the massing of the state flags during the opening ceremony July 4.

Another group of Coast Guard men and women guided visitors through exhibits aboard a barge moored alongside the Cutter Sumac on the St. Louis riverfront. Guests saw an array of equipment the Coast Guard uses to respond to pollution incidents, mark river channels and respond to natural disasters in St. Louis. Members of the Coast Guard Auxiliary were also on the barge to talk about boating and water safety.

The Coast Guard Cutter Sumac, a veteran of more than 40 years of service on the Western Rivers, served as the command post for Coast Guard patrol craft during the Fair. St. Louis Captain of the Port, Cmdr. Timothy Josiah, was in charge of Coast Guard operations. From the Sumac, Josiah and his staff, augmented by reservists, regulated river traffic and conducted safety patrols throughout the fair.

This year two Coast Guard aircraft participated in the McDonnell Douglas Air Show at the Veiled Prophet Fair. A Falcon jet and Dolphin helicopter demonstrated their abilities over the Mississippi River. Both aircraft performed fly-bys and water rescue demonstrations each day of the fair.

More than 7,000 people visited the exhibit barge on the waterfront, and thousands more saw the two Coast Guard aircraft perform over the Mississippi. Through the efforts of the St. Louis Coast Guard community, the question, "What's the Coast Guard doing in St. Louis?" was answered to thousands of people during the Fourth of July weekend.

editorial
Community Relations

It's everyone's job

by LT Christopher J. Smith

As I said in our last issue, Community Relations goes beyond the staging of events. It's a continuous planned process through which a unit commander or officer-in-charge integrates his or her command with the local community to develop understanding and support of the community for Coast Guard missions.

If a commander limits his involvement in the affairs of his local community to dispatching units to march in parades on holidays or holding open houses on selected military appreciation days, he's falling far short of achieving an effective Community Relations program.

An effective Community Relations program's objectives are to **integrate** a unit into the life of the community and **inform** the community of the roles, missions and activities of the Coast Guard.

There are a variety of channels to achieve effective community relations programs. But **personal contact** is the essential ingredient to everyone. Every program must be well planned and energetically executed.

There are three elements to any community relations program: publics, communications channels, and projects and activities.

Publics are divided into two categories: internal or external. Internal publics include what has come to be known as "The Coast Guard Family." Reservists, retirees, Auxiliarists, dependents and active duty members are all internal publics. External publics are all others.

Communications channels include a variety of methods for carrying out a good community relations program.

Off-base participation in community, church, athletic and social activities by service members is undoubtedly the most important communication channel. Most people outside the Coast Guard family will judge the entire service on their interaction with the members they've met. Most community relations problems will be caused by individuals. So it's important that members be seen in a positive context to counteract negative incidents.

Community councils are groups of individuals who represent business, government agencies, religious and service organizations who meet regularly to discuss ways they can help each other and to head off problems of mutual concern. Such groups are excellent sources of ideas for community relations initiatives and places to pass the word on your unit's activities.

Speakers' Bureaus are an excellent way to get your message across to your community. Your unit is comprised of people with special skills, talents and interests. Civic organizations are always on the lookout for speakers. And speakers don't need to restrict their topics to Coast Guard activities. Their appearance in uniform as an expert on some subject is enough to communicate the message of Coast Guard involvement. The district Public Affairs Office can help you set up a speakers' bureau.

Projects and activities such as tours, exhibits, open houses and other planned activities aimed at communicating with the general public are essential. The public has a right to know what you are doing and the Coast Guard needs public understanding, support and cooperation for effective mission accomplishment.

There are two types of community relations programs. **Preventive** programs are well-planned, continuous efforts to cultivate relationships. They emphasize two-way communication and increase cooperation and mutual understanding. They're based on honesty, frequent participation and community involvement. **Remedial** programs involve "putting out fires" when something goes wrong. They are attempts to restore good relations after your unit has aroused public antagonism in some way. If you conduct good preventive community relations programs, you will seldom need to practice the remedial type.

I've discussed the objectives, elements and types of community relations programs. In our next issue I'll address how to develop a planned community relations program.

CFC: taking steps to help

LT Arnold J. Van Ruitenbeek presents MCPO Charles H. Craig, Rear Admiral Robert T. Nelson and Capt. James D. Webb with their CFC mugs. The mugs are presented only to those who contribute to the East-West Gateway CFC by payroll deduction.

by LT Christopher J. Smith

Rear Admiral Robert T. Nelson is the chairman of the 1986-87 East-West Gateway Combined Federal Campaign, which began on Sept. 15.

"I hope everyone will join me in support of the CFC and I strongly encourage you to contribute generously through payroll deduction," Rear Admiral Nelson said.

"The Coast Guard's goal for the St. Louis area this year is $21,500," said Commander Francis P. Hopkins, Second District CFC project officer. "I'll be working with our eleven St. Louis-area keypeople throughout the campaign," he said.

The Combined Federal Campaign enables each of us to help others in dire need. And 92 percent of the money we contribute goes directly to where it's needed the most.

Your keyperson can give you all the information you'll need to help you decide how much to give and where you'd like your gift to go.

But even before your keyperson approaches you, please take time to reflect on how fortunate you are relative to so many others. The money you'll give will be a very small portion of all that you have. But it may mean everything to those who are destitute, ravaged by disease, or victimized by natural disaster.

Then, after you've viewed the CFC films and read the literature, please make a generous contribution every month through payroll deduction.

CG program gives you new lease on life

by Gary R. Tosh
District Housing Manager

One of the main concerns of most newly-arrived Coast Guard people is housing. The Coast Guard has established the Coast Guard Housing Program to help you.

The services available under this program are referral services in the form of rental guides for the area, sales listings from real estate agencies and other local community resources. You can get this information from your local housing officer before you move or after you arrive in your community.

If you're experiencing financial difficulties or moving into a high-cost area, which would make adequate housing unaffordable, you may be eligible for assistance under the Coast Guard Leased Housing Program.

This program allows members in certain pay grades to live in housing that is leased by the Coast Guard. You would forfeit BAQ and VHA, but the Coast Guard assumes the lease and utility costs. Contact your local housing officer to find out if you're eligible for this program.

Another source of housing available in many areas is the Department of Defense. Some other government agencies also provide housing in many areas. The Coast Guard and other agencies have support agreements to provide Coast Guard members with the same type of service they would give to their own members.

These agreements usually require that the Coast Guard member meet the same eligibility criteria as members of that organization. In some instances, members who are not eligible for the Coast Guard Leased Housing Program would be eligible under that agency's criteria.

If you need housing assistance, the local housing officer is dedicated to helping you find a suitable place to live. So call the housing office for the help you need to make your adjustment to your new community as smooth as possible.

upbound

Advancements

To Master Chief:
AECM S. W. Kemp, CCGDTWO

To Senior Chief:
ATCS D. A. Wenzel, Group Lower Mississippi
MKCS T. R. Huffman, Depot Leavenworth

To Chief:
BMC T. L. Garretson, RUITOFF Omaha
EMC M. L. Steinberger, CCGDTWO
MKC R. L. Phillips, RUITOFF Omaha
SSC E. B. Matthews, CCGDTWO
MKC H. C. Brossard, CGC Wyaconda

To First Class:
YN1 J. W. Davenport, CCGDTWO
ET1 B. Walker, Base St. Louis
SK1 J. W. Remley, CGC Cheyenne
BM1 R. M. Mitchell, MSO St. Louis
ET1 J. P. Strang, OMSTA LaMoure
ET1 T. A. Prewitt, Base St. Louis
MK1 C. L. Whaley, OMSTA Lamoure
MK1 N. C. Barnard, MSO Paducah
RD1 C. P. Tellesch, RUITOFF Kansas City
MK1 C. A. Soeder, CGC Wyaconda

To Second Class:
ET2 B. D. Abel, CCGDTWO
ET2 M. T. Breazeale, OMSTA Lamoure
SK2 V. Walburn, CCGDTWO
YN2 C. Bowers, CCGDTWO
EM2 M. L. Samuelson, Base St. Louis
MK2 D. S. Nothem, CGC Wyaconda
MK2 R. D. Clodfelter, CGC Sumac
YN2 D. J. Langford, CGC Sumac
SS2 J. M. Guizzetti, CGC Chippewa
MK2 C. Fuller, Depot Leavenworth
YN2 M. A. Planitz, MSO Paducah
BM2 R. D. Hackley, MSO Huntington
BM2 C. W. Winter, MSO Huntington
BM2 I. E. Howell, MSO Memphis
SK2 C. R. Johnson, CCGDTWO
YN2 E. B. Jones, CCGDTWO
DC2 W. A. Kuharchik, CGC Osage
BM2 D. H. Kiper, CGC Cimarron
ET2 A. W. Davis, LORSTA Dana
BM2 G. W. McQuaide, CGC Osage
DM2 B. E. McLaughlin, CGC Patoka
DC2 W. C. York, MSO Louisville
MK2 M. L. Shuey, MSO St. Louis
MK2 J. F. Garcia, CGC Cheyenne

To Third Class:
SK3 V. A. Wedgable, Group Lower Mississippi
BM3 D. K. Daniel, CGC Chippewa
BM3 N. D. Wilson, CGC Obion

Military awards

Coast Guard Commendation Medal:
CDR G. A. Rogers, CCGDTWO
CDR T. C. Scheeser, CCGDTWO
LCDR H. J. Lansholtz, Institute
BMCM C. C. Smith, CGC Kanawha
BMCS T. R. Van Dyke, Reserve Unit Louisville
LCDR D. M Egan, CCGDTWO
CWO J. Maxson, CGC Sumac
CWO M. T. Foster, Institute
BMCM D. E. Urquhart, CGC Ouachita
CAPT A. T. Miles, CCGDTWO
LCDR D. W. Gualt, CCGDTWO
LT R. H. Carlson, CCGDTWO
LT F. J. Gross, CCGDTWO
LT D. A. Hermanson, MSO St. Louis
CWO C. W. Allen, CCGDTWO

Coast Guard Achievement Medal:
LTJG D. H. Suloff, CCGDTWO
YNC R. E. Freeman, Institute
YN1 K. A. Mosby, CCGDTWO
SK2 J. E. Dayton, MSO St. Louis
DC2 W. G. York, MSO Louisville
MK3 D. Brown, MSO Louisville
GM3 W. J. Coachman, CCGDTWO
DC3 H. G. Hamm, MSO Louisville
SK2 V. L. Walburn, CCGDTWO
BMC W. J. Milne, CCGDTWO
CDR J. L. Futts, Reserve Unit Nashville
YN1 E. K. Lamount, Institute
BM1 C. R. Tevebaugh, CGC Kanawha
LCDR W. A. Meiman, CCGDTWO
CWO R. L. Scarpino, Group Lower Mississippi
CWO M. E. Gipson, MSO St. Louis
CWO B. M. Goddard, MSO Paducah
YN1 D. K. Bowman, CCGDTWO

Coast Guard Meritorious Service Medal:
CAPT R. J. Collins, CCGDTWO

Commandant's Letter of Commendation:
BMCS T. R. Van Dyke, Reserve Unit Louisville
BMC R. K. Hemming, MSO Louisville
MK1 G. R. Heithcock, Reserve Unit Louisville
BM2 L. M. Raines, MSO Louisville
MK2 R. C. Oyler, Reserve Unit Louisville
SK2 E. Thomas, MSO Louisville
PSCS R. E. Gentzler, Reserve Unit Omaha
BMC J. M. Kingston, Jr., Reserve Unit Omaha
MKC L. R. Gasper, Reserve Unit Omaha
YN2 J. M. Garrido, CCGDTWO
MK3 D. S. Nothem, CGC Wyaconda

Meritorious Unit Commendation:
CGC Sumac
Aids to Navigation Team Leavenworth

Civilian awards

Outstanding Performance Rating and Special Achievement Award:
Carl Westenbarger, CCGDTWO

Outstanding Performance Rating and Quality Step Increase:
Al Mueller, CCGDTWO

Special Achievement Award:
Jean Hickey, diraux, Southern Region
Edna Lamb, CCGDTWO

Outstanding Performance Rating:
Yvonne Biggerstaff, MSO St. Louis
Joan Woody, MSO St. Louis
Drock Martin, CCGDTWO
Lloyd Thompson, Base St. Louis
Roger Weibusch, CCGDTWO

Quality Step Increase:
Lillian Phillips, MSO Memphis

Civil Relief Act protects service members

by Tom Joyce
A.F.I.S.

Serving one's country has always meant a certain amount of sacrifice. Many families of men drafted to fight in World War II suffered not only separation from their loved ones, but severe financial sacrifices as well.

A private in 1940 drew only about $21 a month in base pay. It wasn't unusual for servicemen to have nothing left to send home after paying their military-related debts and for their personal needs.

Congress recognized the financial hardship draftees were under and passed the Soldier's and Sailor's Civil Relief Act.

The act, which is still in effect and applies to all members of the armed forces including the Coast Guard, provides active duty members with legal protections and benefits in connection with certain financial obligations and some civil court actions.

Reservists are also covered under the act if they are called to active duty.

The act, according to an attorney with the Department of Defense General Counsel's office, was originally designed to provide draftees with some relief from financial obligations incurred before they were drafted. However, the act doesn't abolish personal indebtedness. It only prevents creditors from suing service members for immediate reimbursement of debt incurred by military members (and their cosigners) before entry on active duty. But the member is protected by the act only if a court finds the ability to pay on the debt is materially affected because of military service.

The act stipulates that regardless of the interest rate on preservice obligations, active duty military members cannot be required to pay more than 6 percent interest on the pre-service debt while on active duty.
A court can require a service member to pay at a higher rate if it finds the ability to pay has not been materially affected by reasons of military service.
However, the accumulated interest on the debt at the original rate has to be paid once the member separates from the service.

Creditors are also prohibited from repossessing a service member's personal property without a court order.

The act also protects military members in certain civil actions. Default judgements, the potential result of failing to appear at a court hearing, are not allowed unless procedures protecting military member's rights are followed.

Those rights include having sufficient time to appear. The court must determine if the members' case is prejudiced because of military service, and the members must be given a reasonable opportunity to defend themselves.

The factors in making those determinations are the member's ability to get legal representation and to locate witnesses.

The Soldier's and Sailor's Relief Act is, like most legislation, complex. Coast Guardsmen stationed in the Second District with questions regarding legal or financial obligations should seek counsel from the District Legal Office at (314) 425-4624 or FTS 279-4624.

CG participates in VFW convention

by PA3 Richard F. Schloegl

The Coast Guard was well represented at the National Veterans of Foreign Wars Convention in Minneapolis, August 15–22.

For that week in Minneapolis the Coast Guard set up and manned a display of Coast Guard art in the East Hall of the Minneapolis Arena and Convention Hall where the main events of the convention took place. The art was selected from the Coast Guard's national show for its scenes depicting servicemen in action during World War II, the Korean and the Vietnam conflicts.

The Coast Guard Band from Washington D.C. performed the evening of August 15 at Nicollet Park on Nicollet Island in Minneapolis.

There was also a four-man color guard and a Coast Guard small boat towed by marine safety response vehicle in this year's Annual V.F.W. Military Parade August 19. The Second District Commander, Rear Admiral Robert T. Nelson was one of this year's Deputy Grand Marshals of the parade.

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River Currents

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Water rises around a farmhouse in West Alton, Mo. Oct. 8. See related story and photos on pages 4 and 5.

by PA2 Roy Compton

TD 5.27:

Rip Rap

New recuiting center opens

The Coast Guard opened its Central Regional Recruiting Center Oct. 24 in a ribbon-cutting ceremony in Hazelwood, Mo.

The new facility consolidates recruiting branches from Miami, New Orleans, Cleveland and St. Louis, and will administer 23 offices in 21 states and Puerto Rico.

Part of a service-wide recruiting reorganization, the new system will permit the Coast Guard to process recruits more quickly and efficiently.

Capt. Gregory A. Penington, Deputy Chief of Personnel at Coast Guard Headquarters and Lt. Cmdr. Walter J. Brawand, recruiting center commanding officer, cut the ribbon.

Coast Guard honors Owensboro firm

Group Ohio River Commanding Officer, Lt. Cmdr. John Berglund, presented a certificate of appreciation Oct. 16 to Frank Lindsey, president of Owensboro Harbor Services, Inc. during a picnic at the company's facility.

"Over the past years, the company has supported the Coast Guard and marine industry by coming to the aid of mariners in distress," said Lt. jg. Leonard L. Ritter, Jr., assistant group commander at Group Ohio River.

Gasoline barges threaten spill

Coast Guardsmen helped avert possible disaster Oct. 27 when two gasoline barges smashed into Lock and Dam 22 near Saverton, Mo.

The barges, carrying a combined 1,600,000 gallons of unleaded gasoline, were damaged when they broke loose from their tow and struck the dam after locking through.

MSO St. Louis Coast Guardsmen and Hannibal, Mo. firefighters worked together to prevent explosion in the heavily gasoline fume-laded atmosphere surrounding the barges.

Chief Petty Officer Randy Caverly of MSO St. Louis estimated that 8,000 to 10,000 gallons of gasoline escaped into the Mississippi River.

MSO coordinated the safe removal and lightering of the barges and is conducting an investigation.

CG to pay rewards for buoys

The Coast Guard will pay a $10 reward to people who recover buoys which have broken loose from their moorings on the Missouri River from now until Jan. 15, 1987.

The buoy must be located in the area between Kansas City and the mouth of the Missouri River.

People should call (800) 325-7376, or in Missouri (800) 392-7780.

Greyhound Bus passes awarded

Greyhound Bus company awarded two 7-Day America passes to the Second Coast Guard District.

The names of Seaman Burt M. Hardke, Cutter Dogwood, and Seaman Terry R. Clyde, Group Lower Mississippi River, were selected at random from those submitted to Human Resources Branch.

Hardke and Clyde were able to use the passes for seven days of unlimited travel on Greyhound lines anywhere in the United States during the Thanksgiving holiday period.

Chippewa home

The Cutter Chippewa is home after being away from its home port of Owensboro, Ky. for three months.

The Chippewa entered the Corps of Engineer's Ensley Shipyard in Memphis, Tenn. Aug. 25 for its triennial yard period, and work was completed Nov. 21.

Discharges for heavies happen

Extra pounds earn you a ticket home

by PA 2 Gavin Wente

"I can't believe it's happening!" These were the words of a first class petty officer as he was on his way out the door after being discharged under the Coast Guard's weight standard program.

This petty officer, who had more than six years service, was overweight by 12 pounds when he weighed in, and was put on probation, said Capt. Charles F. Reid, chief of personnel for the Second Coast Guard District. He was given 12 weeks to lose the weight and at the end of 12 weeks he was still five pounds overweight and processed for discharge, Reid added.

This person didn't believe that the Coast Guard would stand behind its weight program if it came down to it. He believed that since he was a first class petty officer who had intentions of making the Coast Guard a career they would keep letting him slide. But that attitude came back to haunt him.

"Many people don't believe that it'll happen to them, "Reid said. "But people had better beware. The Commandant is serious about the weight program."

The person mentioned here was given a large reenlistment bonus and had to pay back more than $5,000 of the bonus. That adds up to $1,000 a pound.

"Many Coast Guard people were put on probation when the program first went into effect," Reid said. "But we're finding that many of these same people are being put back on probation when they're reweighed on their birth dates."

In the past year, four people from the Second District have been discharged because they did not meet the weight standards. So, if you're on the borderline, you better get yourself in shape. It'll happen to you.

Terveen wins Commander's Cup

by PA3 Richard F. Schloegl

Jan Terveen of MSO Paducah won the Second District Commander's Cup Golf Tournament Oct. 8 with scores of 78 and 81 at Cardinal Creek Golf Course, Scott Air Force Base, Ill.

Terveen, who's been playing golf since he was 12, said, "The conditions were pretty tough starting off because of a heavy dew." Terveen also said that the greens had just been plugged and sanded, which doesn't help the putting game. It was Terveen's first time playing that course

"It was a long day, but it was worth it," Terveen said. Terveen, who plays once a week with a six handicap, drove two and a half hours from Paducah the morning of the tournament, then turned around and drove right back afterward.

This was Terveen's second victory in the Commander's Cup tournament. He also won last year. Terveen shot lowest score in the Eleventh District's Commander's Cup three times before coming to the Second District.

The field for this year's tournament started with 28 people from around the district, but dwindled to 17 after the St. Louis area was swamped with heavy rain and tournament players were recalled to fight the floods.

Here are some of the results:

	SCRATCH DIVISION	HANDICAP DIVISION
1st Place	Jan Terveen	Don Trofholz
2nd Place	Fred Butler	Steve Barker
3rd Place	Ray Johnson	Bill Cassels
4th Place	George Parkinson	Daniel Anthony
5th Place	Roger Wiebusch	J. D. Webb
6th Place	Clarence Semmel	George Basden
Highest Total	Bob Orr	Ray Beerman

That same rain prevented the groundskeepers from keeping the course's grass clipped short, so a lot of golf balls were lost. "I lost 13 balls that day," Roy Hinderliter said.

by PA2 Todd Nelson

Engineering Petty Officer Conference held in conjunction with the Officer-in-Charge conference held in St. Louis Nov. 3-5.

Engineers swap info

MKC Michael Mackay, CGC Chippewa, MKC Phillip W. Jeffers, CGC Patoka, MKC Jerel W. Jauraus, CGC Sangamon and MKC Chris A. Soeder, CGC Wyaconda, attend an engineering seminar at the

editorial

Comrel can be easy

by LT Chris Smith

Making a commitment to initiate a community relations program is easier than it may look.

After all, you're already an active member of your community. If you have children, they're enrolled in local schools and involved in youth programs. You may attend a church that's also attended by other prominent members of the community. You and other members of your family may belong to fraternal, social or service organizations through which you can cultivate contacts.

There's no real trick to beginning a community relations program. The key is to *start* where you are using your *personal contacts*. You need to have some idea about what you have to offer those contacts once you've established them. When you think about it, there are lots of things that you can do.

The first place to start is with yourself and the people at your unit. What special skills do you have? Perhaps, by virtue of your Coast Guard experience, you've become very knowledgeable about safety, seamanship or navigation. The next thing to do is identify a need in the community that you can fill.

The local PTA may welcome your participation in a home safety campaign. The local scout troop may need an advisor on seamanship or military affairs.

If you're asked to address a civic organization, don't despair. Unlike the other services, the Coast Guard delivers many vital services directly to the American public — some of which you've had extensive, first-hand experience with.

The public affairs office can provide you with guidelines for developing a speech. We can also lend you several films and slide shows to compliment your presentation.

Don't forget the Coast Guard Auxiliary. The Auxiliary is composed of competent volunteers who would be happy to present boating safety courses that you can coordinate.

In addition, the Auxiliary has a program called "Water and Kids," a short course in basic water safety. It's suitable to present to children between the ages of three and seven. With just a little preparation, you can effectively present the program yourself at day care centers, churches, and in public schools. All you need to do is coordinate the details locally and call (dpai for the training materials.

Again, the key to developing an effective community relations program is *personal contact*. Once you get started, I guarantee that your list of contacts will grow. And you'll discover new, useful ways that you and your unit can contribute to your community.

You'll have many opportunities to expand your personal horizons, inform more people about the Coast Guard, and most importantly, enjoy the feeling of fulfillment that only comes when you reach out to help others.

I apologize to all the civilian employees of the Coast Guard for failing to include them in my article about community relations that appeared in our last issue.

Our civilian employees are a most important part of the Coast Guard family.

Thanks to Zetta Laws, a civilian employee at MDS Cincinnati, for pointing out our omission.

District units garner awards

by PA3 Richard F. Schloegl

Four Second Coast Guard District units received the Coast Guard Academy Foundation Award during a ceremony at the Waldorf-Astoria in New York City October 22.

Marine Safety Office Pittsburgh, Group Ohio River, Reserve Unit Pittsburgh and Coast Guard Cutter Osage were nominated for the award for their performance of duty in the mission areas of Port Safety/Security/Marine Environmental Protection, Commercial Vessel Safety and Aids to Navigation.

Hurricane Juane swept across the eastern portion of the country November 5, 1985 dumping up to six inches of rain on parts of Pennsylvania — swelling the Monongahela, Allegheny and Ohio Rivers well beyond flood stage.

High winds and rising water tore approximately 118 coal barges, 20 pleasure boats and three tow boats from their moorings.

Drifting barges struck bridges, marinas, dams and locks. Forty-five barges and two towboats sank. Twenty-one barges had wedged against Maxwell Lock and Dam, some sunken, jamming the gates open.

In addition, numerous barrels, drums and tanks possibly containing hazardous materials had gathered with debris behind dams and locks.

The units awarded took positive action to minimize the hazards to vessels and structures, eliminate potential sources of pollution and restore navigation on the Monongahela River.

The Coast Guard Academy Foundation sponsors an annual "Awards of the Year Dinner." The purpose of the dinner and the awards is to increase public understanding of the missions of the Coast Guard, and to generate support for the Academy. The first awards were made in October 1982.

St. Louis Scout cited

Lt. j.g. Dave Lersch from the Second District Marine Safety Office in St. Louis presented Boy Scout Allen Irby, 11 a congratulatory letter from the district commander, recognizing him for earning the Boy Scout Certificate of Merit.

Irby earned the award for his actions December 6, 1985 when he saved his younger brother and pet from certain injury from their burning house.

Local communities greatly appreciate the Coast Guard's participation in Scouting activities. Eagle Scout Courts of Honor and other award ceremonies enable the Coast Guard to recognize others and to be recognized publicly for community service.

Unit Comrel

Here's a sample of community events that Second District Coast Guard people were involved in during the past few months. These excerpts were taken from the Report of Community Activities forms received from various units by the Public Affairs Office in St. Louis.

- Lt. j.g. Kimberly Davis and Petty Officer 3rd Class Timothy Nipko of Group Upper Mississippi River, Keokuk, Iowa participated in the Puck-E-She-Tuck parade in Keokuk, Iowa, August. 2 They pulled MSD Davenport's small boat in the parade.
- Petty Officer 1st Class Janis Nagy of MSO Pittsburgh instructed more than 450 cub scouts in water safety at a cub scout day camp in Custaloga, Pa. August 9.
- Lt. Keith D. Cameron, Commanding Officer of MSD Davenport spoke with the Davenport Kiwanis Club about missions of the Coast Guard September 18.
- Lt. Cmdr. Bradley J. Willis of the Second District Office took part in a meeting with the St. Louis Power Squadron September 17.
- A marching unit made up of people from MSO Pittsburgh and Reserve Unit Pittsburgh marched in the Vietnam Veterans Parade September 20 in Johnstown, Pa.
- Petty Officer 3rd Class James Danauskas, Seaman Ricardo Huertas, Seaman Apprentice Toni Shannon, Seaman Apprentice Christian Wickline and Seaman Apprentice Monique Bourque all from Base St. Louis took part in the Liberty Foundry Historical Plaque Presentation Ceremony in St. Louis September 21.
- Lt. Cmdr. William Braceland of MSO Pittsburgh talked with the Pittsburgh North Side Rotary Club about the missions of the Coast Guard September 23 in Pittsburgh.
- Thirteen Coast Guard people from Base St. Louis escorted a group of handicapped children to Grant's Farm in St. Louis September 29.
- CW02 Kasper W. Bontje of MSO Pittsburg escorted a group of Cub Scouts on a field trip September 30 in Harrisburg, Pa.
- Chief Petty Officer Jeffrey A. Kahler and the crew of Coast Guard Cutter Osage in Sewickley, Pa. took a group of 12 handicapped children on a short cruise October 6.
- Petty Officer 2nd Class Charleton Winter of MSD Marietta gave a presentation on the missions of the MSD to the Marietta AD Club in Marietta, Ohio October 8.
- Petty Officer 3rd Class David B. Rock of the Second District Office in St. Louis made a boating and water safety presentation to a St. Louis area Boy Scout troop October 29.
- Lt. Frank L. Shelley of MSO Huntington made a presentation about Coast Guard operations on the rivers to a mining occupational and transportation safety class at Marshall University in Huntington, W. Va. November 3.
- St. Louis area Coast Guard people from the district office, the Marine Safety Office and the base participated in the St. Louis Veterans Day Parade November 8.

An HH-3F helicopter from Air Station Traverse City, Mich. prepared to take off for another search over flooded West Alton, Mo.

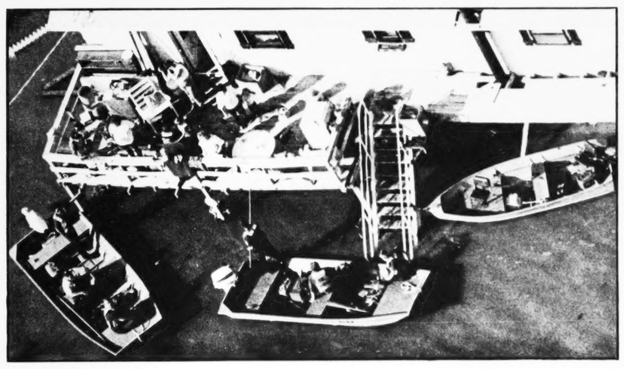
by PA2 Todd Nelson

Helicopter crewmen carry a young West Alton resident to waiting Red Cross rescue workers.

by PAC Roy Compton

Coast Guardsmen evacuate a boatload of mobile home park residents in St. Charles, Mo. Oct. 7.

by PA2 Todd Nelson



Flood punts, manned by crews from MSO St. Louis and Cutter Cimarron, prepare to evacuate West Alton Residents.

by PAC Roy Compton

Floods strike Second

by PA2 Todd Nelson

Second District Coast Guard men and women had their hands full Oct. 7-10 when they and other response agencies battled the second worst flooding in St. Louis' history.

The Coast Guard evacuated flood victims from the Missouri towns of St. Charles and West Alton using flood rescue boats (flood punts), helicopters and trucks. Coast Guardsmen also helped many victims escape on foot.

Heavy rains in late September and early October caused the Mississippi and Missouri rivers near St. Louis to reach their second highest flood level in history.

An HU-65A Dolphin helicopter from Air Station New Orleans flew to St. Louis Oct. 5 to survey the flood scene and to assist with evacuating victims. An HH-3F Pelican helicopter from Air Station Traverse City, Mich. arrived Oct. 8 to evacuate victims.

Coast Guard boat crews, with local sheriff's deputies on board, evacuated 60 mobile home park residents in St. Charles, Mo. Oct. 7 when levee breaks on the Missouri River north of the town spilled billions of gallons of water into and around their homes.

Although warned to evacuate Oct. 3, many residents waited until the last minute — fleeing mobile homes half-filled with murky flood water and automobiles immersed to their rooflines.

"The water was just up to the steps last night. But when I woke up I was trapped," said Bob Stillman, a mobile home resident. He and many other residents had delayed leaving their homes and were surprised by the speed of the water's rise.

The Missouri rose so high that it altered its course, punching a 12-mile-long brown path across the base of the peninsula formed by the confluence of the Mississippi and Missouri rivers. An island formed, stranding hundreds of residents in their flood-threatened homes.

The HH-3F helicopter airlifted food, mail and medical supplies to the now-island town of Portage Des Souix, Mo. Oct. 8 and 9.

Missouri towns evacuated by CG

A team of Coast Guardsmen from Base St. Louis helped locals with sandbagging operations on the Machen's Levee in West Alton, Mo. Oct. 7. Local farmers and residents filled and stacked sandbags while Coast Guardsmen, using flood punts, shuttled the bags to weak spots on the levee.

Commander Timothy W. Josiah, Marine Safety Office St. Louis' commanding officer, directed the team to pull out when it became apparent that there was no way to prevent the levee from breaching — and breach it did.

Machen's Levee, the only thing holding flood waters back from West Alton, began to lose its grip on the Mississippi shortly before midnight Oct. 7. Flood waters trickled over and through the sand bags all night, until a 40-foot section of weakened levee finally crumbled at noon Oct. 8.

Dozens of West Alton residents retreated on foot, minutes in front of the boiling flood waters filling their streets and homes. Some bailed out in cars and trucks, plowing through waist-deep areas in the road. Within minutes though, stalled cars clogged the only road from town.

"That's enough. We're going to sell everything as is and get out," said West Alton resident Wanda Summers. Her husband, J. T. Summers said they were more prepared than most. He had moved his truck and camper out before the levee broke. Summers said of his home though, "I guess we lost everything. I sure hope the flood insurance covers it. This is even worse than '73."

Coast Guard helicopters and boat crews began the seemingly endless trips into the flooded area to evacuate stranded residents. Many were reluctant to leave their homes. But by 11:00 p.m., the Coast Guard had taken more than 50 people to safety.

Many more left town on foot over elevated railroad tracks. Coast Guard people stretched a line across the last hurdle of flood water the townspeople had to cross to reach safety, and escorted adults and carried children to waiting Red Cross workers.

Although the Coast Guard halted searches when it became too dark to navigate boats through the fenceposts, powerlines, trees and submerged automobiles of West Alton, the Coast Guard remained at the scene through the night to handle emergencies.

Meanwhile, the Disaster Response Commander got a report that 55 horses had been stranded shoulder-deep for more than two days in 2 flooded stables west of St. Louis. A team of 10 people, led by Lt. Mark Tilford of Base St. Louis and Ensign Cynthia Dillon of MSO St. Louis, saddled up and rode off to Creve Coeur, Mo.

A Coast Guard flood relief boat made 40 trips, shuttling a 100-yard line from high ground to the stable, where Missouri Humane Society people attached the line to the horses, and pulled and coaxed them through the 10-foot-deep flood water to safety.

At daybreak Oct. 9, Coast Guardsmen began a door-to-door sweep of West Alton advising remaining residents to evacuate. The National Weather Service expected another 18 inches of water to rise in the already-battered community. Even so, as many as 50 to 60 people elected to weather the deluge in their homes.

"I can't believe they're not out yet, and I'm going to scream at them when they do get out," said Wendy Bogen, whose parents Eugene and Carol Bogen were still in their home.

Coast Guardsmen evacuated 21 more residents Oct. 9, and one more Oct. 10. Commander Josiah felt the emergency had stabilized enough by then to release the HH-3F helicopter and the flood punts from the scene, although the punts would remain on standby elsewhere.

Miraculously, during the whole flood emergency, no flood victims or rescue workers were injured.

In all, 150 Coast Guard men and women participated in the emergency flood relief efforts. Coast Guard units sending relief teams were: Coast Guard Marine Safety Office St. Louis, Coast Guard Base St. Louis, St. Louis-based cutters Sumac and Cheyenne, Paris, Tenn.-based Coast Guard Cutter Cimarron, Coast Guard Aids to Navigation Facility Leavenworth, Ks., the Second Coast Guard District Office in St. Louis, Coast Guard Air Station New Orleans, and Coast Guard Air Station Traverse City, Mich.

Coast Guardsman BM1 Brian J. Hinckley, stationed on Coast Guard Cutter Cheyenne, carries a young flood victim through high water Oct. 8 to her waiting family. Coast Guard and National Guard workers assisted West Alton, Mo. residents across the knee-deep passage from town for two days.

by PA2 Todd Nelson

SA Jeff Slater (left) and FN David Bowerman have to walk part of the Bradshaw clan through the shallower waters of the West Alton flood.

by PA2 Todd Nelson

MSO Cincinnati becomes an MSD

Office now smaller, but job remains the same

by LT. Cmdr. Clay A. Fust

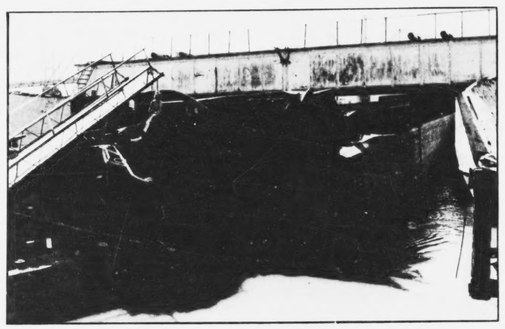
Marine Safety Office Cincinnati ceased operations as an MSO October 31 and became Marine Safety Detachment Cincinnati, under the direction of Marine Safety Office Louisville. But in its last few months as a Marine Safety Office, MSO Cincinnati was tasked with a variety of jobs which challenged the crew to live up to one of the Coast Guard's recuiting slogans: "A Small Service with a Big Job."

MSO Cincinnati played a key role in the largest marine event held there during the year—"RIVERFEST 86". Thanks to a seven-month planning effort and the help of many Coast Guard Reservists, Auxiliarists, and state and local law enforcement officers, the evening fireworks show over the Ohio River was a safe one. Considering the shoreside crowd was officially estimated at 400,000, with 1,800 recreational boats on hand, this was an noteworthy accomplishment.

MSO Cincinnati people coordinated the Coast Guard's participation in the national American Legion convention held in Cincinnati the week of August 30, This included the coordination of two visits by Rear Adm. Robert T. Nelson, Second Coast Guard District commander, an appearance by the Coast Guard marching unit and drill team from Alexandria, Va. and a port call and open house by the Coast Guard Cutter Osage. On the last day of the convention the commandant, Adm. Paul A. Yost, addressed an assembly of about 5,000 delegates.

Not long after "CG-01" took off to return the commandant to Washington, a towboat pushing 15 loaded coal barges broke loose while transiting the Ohio River in the middle of the night near downtown Cincinnati. The Barges hit a main Ohio-Kentucky highway bridge. Four of the barges hit a large floating restaurant, causing extensive damage but no injuries to the 100 customers thanks to a quick evacuation. One barge was damaged so severely that it sank in the main channel. The Ohio River was closed for 8 hours while the barge's position and depth were accurately determined.

For the next two weeks, MSO Cincinnati people were kept busy answering inquiries about the barge breakaway from the media and local government officials, monitoring salvage operations, and helping commercial traffic around the wreckage.



Workers salvage one of four barges which struck a floating restaurant in Cincinnati in early September. By Lt. Paul A. Jensen

MSO Cincinnati was kept even busier, considering that the night after the barge sank, a freak accident involving a car and horse-drawn sightseeing carriage resulted in a passenger being thrown from a highway bridge into the Ohio River. An extensive search by MSO boat crews and local water rescue teams unfortunately were unsuccessful. Later that same day, a large underground oil spill at a regulated waterfront facility was discovered leaking into the Ohio River, requiring MSO investigators to respond.

Within days of those events, MSO investigators were called out on a large spill of vinyl acetate at another waterfront facility, and the grounding of a towboat with 12 loaded barges. An 80-foot yacht believed to be illegally carrying more than 45 passengers for hire was boarded underway and evidence gathered. Two large passenger vessels, the MISSISSIPPI QUEEN and DELTA QUEEN, were also in Cincinnati for inspections.

Compared to the activity of the past few months, the crew is enjoying the work associated with becoming a marine safety detachment and joining their new parent command!

Reserve clips

Reserves Mobilize

The Second District sent 55 Reservists from the District to participate in a Maritime Defense Zone Exercise in Charleston, S.C. October 6.

The purpose of the exercise was to test the response capabilities of the organization that is being planned for the MDZ Subsector Contingency Plan, according to Cmdr. John G. Griggs, chief of the reserve branch at the Second District Office in St. Louis.

"We took over our port security duties there, protecting the four major waterfront facilities during the drill," said Lt. j.g. Chuck Polk, a Reservist from Reserve Unit Louisville, who participated in the drill. "The Navy was impressed with our responses in the exercise, and it was a big success with reserves working next to regulars."

Reservist gets award

Master Chief Petty Officer Robert F. Matusek a machinist's mate at St. Louis Reserve Unit "A", was presented with the Globe-Democrat Achievement Award as the Enlisted Coast Guard Reservist of the Year in St. Louis.

This award recognizes reservists for their contributions to the military services and the community.

Matusek is currently serving as division officer in the Reserve's Aids to Navigation Branch, and he's been instrumental in the training and operational readiness of the enlisted people in the Division, according to Lt. Kenneth Shalik the executive officer of St. Louis Reserve Unit "A".

D2 borrows helos for flooding

by PAC Roy L. Compton

Sometimes you just need a helicopter. One of those times was during the flooding in St. Charles Mo. in early October.

The Second District requested a helicopter from Air Station New Orleans to make aerial surveys of the swollen rivers and to stand by in case it was needed to evacuate flood victims. An HU-65A Dolphin arrived October 5.

"The helicopters gave us a ready reconnaissance platform which allowed us to get the big picture a lot quicker," said Lt. Paul D. Kirkpatrick, Chief of Operations for MSO St. Louis. He also said that their SAR capabilities were invaluable. "They not only airlifted stranded people, they were able to guide the flood punts to people trapped by the water and helped with communications."

When the first levees broke early October 7, it became obvious that one helicopter wasn't going to be enough. Air Station Traverse City sent an HH-3F Pelican and two crews (which is half of their SAR resources).

People were stranded in and on top of their houses as the water quickly inundated West Alton Ill., and the surrounding lowlands, turning the small town of Portage de Souix into an island.

The rapid flooding kept the two helos very busy for four days and made a big impression on their crews.

"It was very dramatic to see areas that were completely dry in the morning completely covered with water in the afternoon," said Lt. Richard M. Wright, one of the pilots from Traverse City.

How did people react to being rescued by Coast Guard aircraft?

"Rough — like a '36 Ford," was 77-year-old Winette Clark's reaction to a KMOV-TV reporter. His wife Bonnie told the reporter, "I enjoyed it. I had never ridden on one." The Clarks were lifted out by the Pelican Wednesday, October 8.

"We spotted four women walking up to their necks in water," said Lt. Glenn A. Gordon, pilot of the Dolphin. "We offered them the basket, but they refused to get in. They were walking toward higher ground. They made it."

"It's always gratifying when you see people who are suffering a great loss to be able to provide a service and fly them out safely," said Lt. Wright.

On the first sortie flown by the Pelican October 8, Lt. Wright and his crew evacuated a family of five from their farmhouse which was surrounded by the rising water.

"I could see a considerable amount of fear on the children's faces as they were brought aboard," he said, "and also some relief as they realized they were being taken out of a scary situation."

If you asked the children, this was one of those times when you just had to have a helicopter.

When ships were wood and men were steel

"If any shall be heard to swear, curse or blaspheme the name of God, the Commander is strictly enjoined to punish them for every offense by causing them to wear a wooden collar or some shameful badge, for as long a time as he shall judge proper.

Colonial Navy Rules 1775

For sleeping on watch ... "Being taken asleep, he shall be hanged to the bowsprit end of the ship in a basket, with a can of beer, a loaf of bread, and a sharp knife, and choose to hang there until he starves or cut himself into the sea."

Orders for War, Royal Navy during the reign of Henry VIII

CHAMPUS dental plan coming

You'll be signed up unless you say no

CHAMPUS Information Office

The Defense Department expects to award a contract in early April 1987 to provide dental benefits for the dependents of active-duty service members.

Under the contract, active-duty families will be automatically enrolled in the dental program and will pay a small monthly premium — probably no more than $10, since about 60 percent of the premium will be paid by the government.

The family members (not the active-duty military sponsors themselves) will receive diagnostic, oral examination and preventative dental services at no additional charge — unless they decide to go to a dental care provider who doesn't participate in the new dental program — in addition to the monthly premium

Besides cost-sharing the monthly premium, the dental plan will pay 80 percent of charges for basic restorative services such as cavity fillings, stainless steel crowns, and repairs to dental appliances, such as false teeth.

Payment of the monthly premium share will be through payroll deduction.

Since enrollment is automatic, military sponsors will have to fill out a disenrollment form to drop out of the program, or to decline participation for their families. This process of confirming enrollment will take place next spring.

Military dental clinics will continue to provide dental care on a space-available basis, and families may choose between relying on space-available care or enrolling in the new dental plan for the services covered by the plan.

Enrollments will be for a minimum of two years. The planned start-up date for dental benefits is Aug. 1, 1987.

The dental benefits program will not be open to military retirees or their families, to survivors of deceased active or retired military members, or to former spouses of service members.

If you need more information on the new program, or other CHAMPUS benefits and programs, contact Second District Health Benefits Advisor, Health Services Technician Chief Billy B. Green, FTS 279-4664 or FTS 279-4694.

Throwing a low-alcohol party

by Evelyn D. Harris
American Forces Information Service

Plan to have a memorable party this holiday season where everyone remembers the good conversation and good food — not the tragic accident or curbside session with the police that came later.

When sending out invitations, you might suggest a car pool arrangement in which one person in the group is the designated driver, who agrees to drink only the tasty non-alcoholic drinks you plan to provide.

Present non-alcoholic drinks as attractively as alcoholic drinks. Russian tea, hot apple cider with cinnamon sticks, mock margaritas and "virgin" or "bloodless" (vodkaless) marys are popular non-alcoholic alternatives to ordinary soft drinks. Even plain cranberry juice is festive in a pretty wine glass. One partygiver mixed cranberry juice with ginger ale and lots of fresh lime slices and placed the mixture in an attractive glass pitcher. Although she provided a bottle of vodka so guests could spike their own drinks, most people drank the cranberry juice concoction plain after one spiked drink.

Set up tasty food next to the beverage area so people are encouraged to nibble as well as drink. Avoid overly salty food, which makes people want to drink more. Have high protein foods available —cheese, meatballs or quiche— which also dampen the urge to overindulge.

If some people do overindulge a responsible partygiver should have them spend the night or get a sober friend or a cab driver to drive them home.

Here are some recipes for a safe healthy party:

Mock Margaritas

12-oz. can frozen lemonade concentrate, thawed
12-oz. can frozen limeade concentrate, thawed
1 cup powdered sugar
4 egg whites
6 cups crushed ice *Lime slices*
1 quart soda *Coarse salt*

In a 4-quart nonmetal container, combine lemonade, limeade, powdered sugar, egg whites and crushed ice; mix well. Cover and freeze, stirring occasionally. Remove container from freezer 30 minutes before serving. Spoon 2 cups slush mixture into blender; add 1 cup club soda. Blend until frothy. To serve, rub rim of glass with lime, dip in salt, and fill glass. Garnish with lime slices. 24 servings — from "Drinks for Driving," Minnesota Prevention Resource Center.

Easy Quiche

1¼ cups grated cheese
2 cups milk
½ cup flour
4 eggs
½ tsp. pepper
1 cup chopped vegetables (squash, onion, mushrooms, etc.)

Spread grated cheese in bottom of 10" inch pie plate. Blend remaining ingredients and add to cheese. Bake 45 minutes to 1 hour at 350°. Makes 10 to 12 appetizer size slices. Montgomery County (Md.) Nutrition Service

Hot Artichoke Dip

½ cup mayonnaise
½ cup grated Parmesan cheese
1 jar artichoke hearts, drained and coarsely chopped
Paprika

Mix first three ingredients together; sprinkle with paprika. Bake in small casserole at 350° for 20 minutes or until bubbly. Serve with crackers.

Upbound

Promotions

Capt. Ronald E. Fritz, CGD2
Lt. Steve M. Barker, CRRC
Lt. Mark R. Devries, MSO St. Louis
CW03 Theodore J. Rushnak, MSO St. Louis
CW02 Joe B. Lindsey, MSO Pittsburgh

Advancements

To Master Chief:
BMCM Joseph R. Nadeau, Cutter Sumac
To Senior Chief:
ETCS Raymond M. Thomas, LORSTA Dana
To Chief:
YNC Kim A. Mosby, CGD2
YNC Kenneth A. Agnew
To First Class:
ET1 Brian D. Williams, OMSTA LaMoure
To Second Class:
SK2 Stanley S. Hunt, Cutter Muskingum
SK2 Scott T. Blume, Cutter Wyaconda
SK2 Michael C. McKee, Cutter Chippewa

Civilian award

Quality Step Increase and Outstanding Performance Rating:
Azalee Travis, CGD2

Military awards

Coast Guard Achievement Medal:
MKCS Huffman, Lower Assist Team
SK1 Borsero, Group Upper Mississippi
RM2 Lyles, Group Upper Mississippi

Special Awards

Humane Society Appreciation Award for those involved in stable horse rescue, Oct. 17:

Rear Admiral T. Nelson, CGD2 (d)
Cmdr. Timothy Josiah, MSO St. Louis
Lt. David Gomez, Base St. Louis
Lt. Mark Tilford, Base St. Louis
Ens. Cynthia Dillon, MSO St. Louis
BM2 John Bush, Base St. Louis
BM3 Bob Bratcher, Base St. Louis
BM3 Preston Wagner, Base St. Louis
SA Michael Smythe, Base St. Louis
SA Christian Wickline, Base St. Louis
SA Monique Bourque, Base St. Louis

Your career

by PA3 Richard F. Schloegl

Last chance for VEAP

There will be a five-month open enrollment period for those people who qualify for VEAP. You're qualified if you entered service between January 1, 1977 and June 30, 1985. This is your last chance, if you enlisted between these dates, to obtain any educational benefits. You should contact your unit's career counselor or YN1 Garcia for more information, FTS 279-5018.

D2 gets a new career information specialist

The Second District has a new Career Information Specialist. YN1 Frank Garcia has has taken over for YNC Kim Mosby. "I hope to keep the program running as well and as smoothly as it has under YNC Mosby," Garcia said.

"It's been fun. I leave you in good hands," Mosby said in parting. Garcia, who is starting a near four-year tour in the district, will perform his new duties collaterally until the first of the year.

Want to be a recruiter?

The Coast Guard is stepping up its recruiting efforts in fiscal year '87. If you're interested in becoming a recruiter and need a break from your rating, you should check with your unit career counselor. You must be a petty officer and heading into your second tour.

BAQ and BAS still tax-free

Under the new tax revision laws, your BAQ and BAS are still tax-free. Your interest reduction from your mortgage loans is uneffected.

Lifesaver cited

An Andersonville, Tenn. man is scheduled to be presented the Silver Lifesaving Medal the third weekend in December at the Naval and Marine Training Center Knoxsville, Tenn. for his heroic rescue of a U.S. Navy woman the night of December 17, 1982.

Rodney H. Stooksbury's quick action and unselfish bravery saved the life of a woman whose car had overturned and skidded into the dark, freezing waters of the Hobolochitta Creek near Picayune, Miss.

The award will be presented by the Commanding Officer of Reserve Unit Knosville, Lieutenant Commander Edwin W. Small.

AMOS program set

by Cmdr. Jon McNutt

Coast Guard Commandant Admiral Paul A. Yost recently announced a major change in the Coast Guard Auxiliary goals and objectives program.

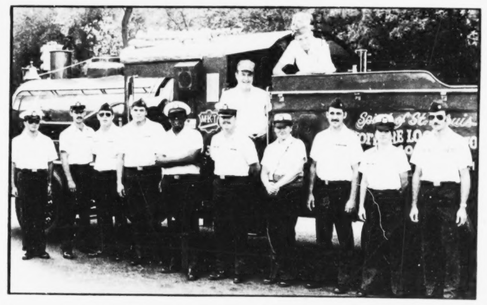
The new program, Auxiliary Mission Objectives (AMOS), is the result of recommendations made by a special committee appointed in June 1985 to analyze the current flotilla achievement awards and to propose improvements.

Previously done at national level, the AMOS system of establishing Flotilla Mission Objectives is now a district function resulting in closer alignment of Auxiliary activities to local needs of the active service Coast Guard.

Navy League St. Louis area officer of the year:
Lt. Chris Smith, CGD2
Navy League St. Louis area enlisted man of the year:
YNC Kim A. Mosby, CGD2

Lending a hand

Joshua Stuart, 6, St. Louis Special School District student and son of Health Services Branch chief Lt. Cmdr. Dennis A. Stuart, sports a Coast Guard combination cap. Josh was one of hundreds of students who attended the annual Grant's Farm outing Sept. 29. VFW volunteers invited Coast Guardsmen to help show the students a good time.



Base St. Louis Coast Guardsmen who participated were (left) SN Rick Huertas, MK3 Dave Oelschlager, MK3 Tom Barnes, FA Steven Raymond, SNBM Roosevelt Ford from St. Louis Reserve Unit "B", MK3 Roy Holler, SN Julie Kohler, DC2 Darrell Howalls, SA Toni Shannon and EM1 Clay Prest. Not pictured are SA Michael Smythe and SA Debra Conway. Retired Coast Guardsman "Chief Lou" of the VFW's 40 and 8 Club arranged for the Coast Guard's participation. Tom Hanks (top) drove the Coast Guardsmen to the event in the VFW's parade vehicle.

MK3 Tom Barnes seems to be having as much fun as the kids.

SA Debra Conway and DC2 Darrell Howalls enjoy the show at Grant's Farm with a new-found friend.

EM1 Clay Prest and SA Toni Shannon take their young friends to lunch.

all photos by
PA2 Todd Nelson

River Currents

Quit smoking.

WE'RE FIGHTING FOR YOUR LIFE

American Heart Association

One of the biggest threats to your heart is right under your nose.

Great. you say to yourself. Here they come with more bad news. Okay, so we do have some bad news for you. But you need all the facts you can get when it comes to making a decision about smoking. Like the fact that if you smoke, you're twice as likely to have a heart attack as a nonsmoker. And if you do have a heart attack, you're more likely to die. Suddenly.

But here's the good news. Regardless of how long or how much you've smoked, your risk of heart disease will begin dropping rapidly the day you stop. Which means that 10 years after quitting, it can be almost the same as if you had never smoked at all. So take the good with the bad, but take our word for it: it's never too late to quit.

WE'RE FIGHTING FOR YOUR LIFE

American Heart Association

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Coast Guard
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